



# EME Journal

Magazine of the Electrical and Mechanical Engineering Branch





# Introduction

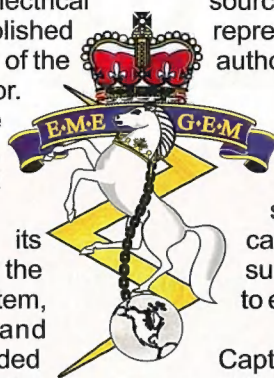
**T**he EME Journal is the magazine of the Electrical and Mechanical Engineering Branch, published at CFSEME under the terms of reference of the EME Branch Fund and the EME Branch Advisor. The purpose of the publication is to disseminate professional information among Retired, Serving and Reserve Members of the EME Branch.

The EME Journal depends upon its readers for content. Articles on all aspects of the Electrical and Mechanical Engineering System, photographs, cartoons, people news and comments are solicited. Readers are reminded that the Journal is an unclassified and unofficial

source of information. The contents do not necessarily represent official DND policy and are not to be quoted as authority for action.

Contributors are asked to submit the original text typewritten, accompanied by a disk in MS Word format. Photos should be sharp, glossy black and white or colour prints (300 dpi) with captions typed separately. Personnel should be identified in all cases, both text and captions, by rank, initials, surname, trade and unit. The editor reserves the right to edit or reject submitted material.

Captain B.M. Cook  
EME Branch Adjutant



## The EME Branch Kit Shop

### MESS DRESS KITS



Available in Baratheo or  
Doeskin  
**GOOD PRICES**  
Visa  
Pay Allotment  
Post Dated Cheques



Available for all  
Branches of Service  
Allow 4-6 weeks for  
delivery  
Orders not exactly  
as shown  
Some used kits available  
from time to time

And All Your  
EME  
Accoutrements  
Needs



EME Branch Kit Shop  
CFSEME Bldg A-254  
PO Box 1000, Station Main  
CFB Borden, ON L0M 1C0  
TEL: (705) 423-2138 FAX: (705) 423-3800

# EME JOURNAL

The Magazine of the Electrical and Mechanical Engineering Branch

**Branch Formation: 15 May 1944**

**Branch Motto: Arte et Marte**

**Branch Patron Saint: Saint Jean de Brébeuf**

**Branch Colonel Commandant: Colonel (Retired) M.C. Johnston**

**Branch Advisor: Colonel J.E.M. Giguère**

**Branch Chief Warrant Officer: Chief Warrant Officer J.D.A Vass**

## Table of Contents

BGen W.J. Brewer, Departing Comments	Getting The Vehicles Ready
BGen P.J. Holt, Departing Comments	The Gulf War, Past Reflection
The Branch Advisor's Message	EME At Play - Curling At Its Finest
EME Day in a Box	EME Arctic Adventure
Canadian War Museum Projects	EME Visit To The Canadian War Museum
Ammunition Technicians: Home Is Where The Heart Is	Maintenance Techniques Detachment: On The Road Again
Corps Reflections	202 Workshop Depot Hosts the Colonel Commandant
50 <sup>th</sup> RCEME Apprentice Soldier Reunion	Ex Robust Ram
Cpl Rudolph Yacov Fedorowich	EME And The Snowbirds
Repatriation And Remembrance Our Chapel Stain- glass Windows	Refurbishing Of The EME Monument - CFB Valcartier
Our EME Flag is 25 Years Old	Meditation 2002
Flying The EME Flag, Carrying Our Colours High, Proud Of Our Badge	Order of Military Merit
22 <sup>nd</sup> Eastern EME Bonspiel	New Tools, New Maintenance Techniques
QL 7 EME Manager Course	EME Day in Bosnia
A Very Civic Ceremony	Celebrating 1 <sup>st</sup> Birthday Of 5 Gs Bn
The Presentation Of Five Medals Posthumously	Road To A National Team
Op Eclipse, CFSEME Lav III Trg Cell	EME Day 2002
EME Heritage Project	Logic Problem
RCEME Association Annual Reunion	"Colonel Commandant World Tour"
ROTO 0: EME Supports Op APOLLO	EME Branch Merit Award 2002
Hybrid Electric Vehicles: A New Vehicle Propulsion Paradigm	The Arctic: Unfamiliar Territory?
Canadian Measurement Team At Biscarrosse, France	The EME Association Trot
A Fable: Why System Engineering?	Yellow Pages



## **BGEN W.J. BREWER, FORMER DGLEPM, DEPARTING COMMENTS**

By: BGen W.J. Brewer, DGLEPM, Sep 98 - Jun 02



**A**s I look back over my four years as DGLEPM, and the senior serving member of the EME Branch, it is clear to me that the huge changes which have swept across the Canadian Forces will continue for the foreseeable future and these changes will continue to shape both the EME Branch and the way that DGLEPM delivers innovative support to soldiers, sailors and airmen in ever challenging operational environments. Although the future will be a

tremendous challenge, I would like to reflect a few words on our past successes, since they will be the inspiration for our future endeavors and clearly offer a gold mine of lessons learned.

From a DGLEPM perspective, I cannot help but be impressed by the way in which our officers, technicians and civilians have successfully adapted to new and innovative ways of delivering Materiel Acquisition and Support. Twelve years ago, total weapons system management was a pipe dream; in 1995, organizational steps were taken to put in place the Equipment Program Management (EPM) concept and DGLEPM was born! And believe me, it was far more than a simple name change!! It is an understatement to say that we have not looked back since. Today, Tailored Weapons System Support (TWSS) is the backbone of our current strategic plan to forge better relationships

with industry, equipment management teams are better integrated than ever, 202 Workshop Depot is on a five year track to MEO status and MASIS offers the potential of an IM/IT solution that will finally work! The main lesson to be learned from all of this is that the pace of change must take into account the human resource dimension---the people in DGLEPM have responded marvelously to unprecedented challenge, however, this can only continue if the right training and the right tools to get the job done are consistently provided. Leaders will be constantly challenged in this regard as we move into the future.

From an EME Branch perspective, I am extremely proud of the manner in which all members of the Branch have responded to an unprecedented operational challenge. From the Balkans, to Afghanistan, to Eritrea, to the Golan, to Kananaskis (the list goes on), the EME Branch has been there where the action is - continuing to provide the outstanding support under difficult circumstances for which we are known. As a member of Army Council, I have been very close to the Chief of the Land Staff, Area Commanders and the Army staff on issues related to op planning and it was always clear to me that the EME Branch is highly regarded for its professionalism and can-do attitude. To all members of the EME Branch---well done. I know that the future will not get easier, however, I also know the Branch will succeed because our officers and soldier-technicians are the best that there are in meeting the challenges of a "Canadian Army in Transition". We must never forget our proud heritage since it will continue to be the catalyst for our future success.

As a final comment, I have enjoyed serving with you all in the best Branch in the CF and I will always have fond memories of time spent serving our country and providing unparalleled operational support. Good luck in future.

ARTE ET MARTE

**T**his year, CFSEME's EME Day Parade included two very special presentations. LCol Jestin is shown presenting Canadian Peacekeeping Service Medals to veterans, Sgt (Ret'd) Larry Culos, Oct 52 - Sep 78 (left) and Sgt (Ret'd) Oran Campbell, Jul 41 - Aug 71 (right).





# **BGEN P.J. HOLT, FORMER EME BRANCH ADVISOR, DEPARTING COMMENTS**

By: BGen P.J. Holt, EME Branch Advisor Jul 01-Jun 02



I have had the privilege and honour of serving as your Branch Advisor for the past year. Although I had hoped to have a longer tour, I must depart this summer as I move, on promotion, to the DGLEPM position. I am very comfortable, though, that I am leaving the EME Branch in excellent hands with Colonel Giguère, who effective this summer is the new EME Branch Advisor. He brings many new ideas and great ingenuity, which I have no doubt he will apply to the betterment of the Branch. Having said that, I am not going far and promise to actively

watch the Branch develop over the coming years as the initiatives we started last year come to fruition. I must state up front that my year as your Branch Advisor has been enjoyable and easily one of the most rewarding years of my professional career. This is due almost entirely to the fact that I got to travel to meet the pride of the Army; EME soldier-technicians. For this past year, and the successes we have had due to your support, I wish to thank each and every one of you.

This past year saw many challenges facing the Branch. However, I personally view challenges as windows of opportunity, and that is how we proceeded. For example, we formally came under the Managing Authority (MA) of the Army in July 2001. Nowhere was the positive impact of this decision more apparent to me than during my discussions with the CLS, LGen Jeffery, when he reminded me that he considers us as "his" EME troops. He made the point of telling me that he would not be able to achieve his vision for the Army of Tomorrow without the full support of the EME Branch. To me, this confirms that our focus on ensuring we were well positioned within the Army MA structure has already paid dividends for us as a Branch this past year; I'm sure it will do so in the future as well. We cannot and should not underestimate this sense of ownership by the Commander of the Army. It is key to evolving as a Branch in the future.

We have also progressed in moving our support concepts and equipment into the future in step with the Army Commander's vision. For those who were at Exercise Bluebell in May 02, you have seen the movement ahead with the new sheltered workshop concepts for our General Service (GS) Battalion field workshops. Our technicians will be better equipped with the new Tire Maintenance Shelter (TMS), Tire Store Shelter (TSS) and Tool Crib Store (TCS). These prototype workshops will be the building blocks for many more. The armoured MRTs, with common crane/winch/lift capabilities will also provide a degree of protection, mobility and efficiency for our technicians at the Close Support and Integral levels. Our emphasis on equipping our technicians with the proper kit to do the job in the future battlespace is consistent with where the Army, and indeed the rest of the CF, is moving.

My main concern and effort this past year has, however, been our manning. I am happy to say that although we are still critically short in many trades and ranks, we are getting better. In fact, the Material Technicians has moved from the AMBER preferred manning level to GREEN. I foresee we will slowly improve our under-strengthened occupations. But we must not slack off. We must continue to work with the various recruiting initiatives and hopefully in the not too distant future, the retention initiatives. Of paramount importance is that we continue to reflect our Branch pride and sense of camaraderie. It is these little things, like Branch events (curling, golf, hockey among others), Birthday celebrations, looking after the family of our deployed technicians, and many others that keep us going through the tough times. I know that you feel the same way I do and will keep this esprit de corps aspect of our Branch, a hallmark in our history, alive.

As you can see, there has been a fair amount of work done for the Branch by staffs at all levels, and by each and everyone of you. There are still many markers to keep moving. I am confident though that you will continue to accept the challenge with the same pride and attitude that you have displayed to date. On a last and personal note, I wish to thank each of you for the support you have provided to the EME Branch this past year. Without your support, the Branch would not be what I proudly tell everyone it is; the best Branch in the Canadian Forces. Thank you, and Arte et Marte!

---

## **THE EME FORUM (TECH TALK/CHAT LINE)**

The EME Forum is an on line discussion medium accessible through the EME Branch Web Site ([http://borden.mil.ca/eme/english/members\\_e.htm](http://borden.mil.ca/eme/english/members_e.htm)). This media may be used to discuss any topic and the person may remain anonymous; however, the Branch Adjutant retains the right to edit or remove any substance deemed offensive. Use the link above to view articles of discussion to date.



## THE BRANCH ADVISOR'S MESSAGE

By: Col J.C.M. Giguère, EME Branch Advisor



It is both an honour and a privilege to have this opportunity to address you, the men and women of the EME Branch, as your new Branch Advisor. The position of the EME Branch Advisor is an important one and one which I hold in high esteem. I have enjoyed serving the EME Branch in a variety of positions, in the field at workshops and as a staff officer at various levels of headquarters. I am pleased to be able to continue serving the EME Branch as your Branch Advisor.

A lot of excellent work was done in the Branch this past year. As you are all undoubtedly aware, the EME Branch faced many challenges amidst a very high tempo of activity and change. However, I believe the work accomplished this past year has put us into an excellent position to continue to evolve to meet the needs of the Army and our other valued customers. As the EME Branch Advisor my intent is to continue these efforts. I would like to start by re-iterating the Branch vision, which remains relevant:

*"Building upon our proud heritage, EME Branch members will be recognized for progressive and practical leadership, technical innovation, and operational focus, and will be the acknowledged leader in land equipment management."*

Within this vision, the Branch's main effort throughout this past year was "Re-entry into the Army". This has largely been accomplished and although the final end state (i.e. wrt training and CFSEME management) has yet to be completed, I believe we are poised to advance. Therefore, our main effort for the EME Branch for the next year will be "Positioning the EME Branch for the future IAW CLS's vision". In support of this, I will continue to pursue initiatives to bring the EME Branch back to health and to evolve LEMS so it is positioned to support the Army of Tomorrow. This means looking at recruiting and retention issues, how we train, how we structure and equip ourselves and how we can best leverage technology to meet our assigned tasks. In other words, I commit to working towards getting the right equipment and training to our technicians, to ensuring our manning is commensurate with our assigned tasks and that we move forward with the development of relevant doctrine and policies. Concurrent, I will continue to support those activities and traditions that are essential for our esprit and pride. These are areas I believe we can achieve some significant measures of success. However, it is not an easy path and it is not one that I can accomplish by myself. Rather, it is one that we can achieve only if we are unified in our efforts as a Branch. I am, however, extremely confident that we will achieve success because of your leadership, pride in our Branch and fighting spirit.

I was very impressed with Exercise BLUEBELL this year. The turn out was one of the best we have had in many years. The Col Cmdt's presentation on The EME Flag -Carrying Our Colours High reinforced our proud heritage and pride in our accomplishments around the globe. We truly are where the action is! The presentation of the EME National and Regional Branch Merit Awards for significant and outstanding contribution to the EME Branch served to reinforce the high caliber of our soldier-technicians. Congratulations again to the winners of the regional awards and to MCpl Normand Rouette, who won the National Award for his "can do" professional attitude, esprit de corps, and

for his outstanding contributions to the missions he has served, in keeping with the highest principles of the EME Branch. The prototype support equipment display illustrated how we are evolving LEMS for the future. After seeing many of these prototypes for the first time himself, the CLS was impressed with the direction the Branch is heading in, confirming that we are doing it right. The challenge, at all levels within the Branch, is to continue to evolve to meet our vision and to support our main effort. I do, however, make the same commitment to you as my predecessor: we will not continue to do more with less at your expense. We will evolve in a sensible and paced manner towards an end-state that allows us to support the Army of Tomorrow while maintaining our Branch traditions, heritage and esprit de corps.

I would like now to quickly touch on a couple of Branch areas. My number one objective continues to be our people (Recruiting, Education and Training, Employment, Recognition, Retention, Occupations, and Regimental Esprit de Corps). I am pleased to say that the health of the Branch, since coming under the Managing Authority of the Army, continues to improve. Our 441 Materials trade has moved to GREEN status. Further, our 421 Weapons trade, although still classified as distressed, is on the road to recovery, with QL3 courses full loaded for the next couple of years. The 411 vehicle trade is slowly recovering as well. The EME Officer and 434 FCS trade are still a cause for concern, and we are looking at both marketing, recruiting, retention and training aspects to improve the situation. We are also starting to see some positive results of the Army Succession Planning. We have several EME Branch members, both officer and CWO, serving in key Army positions. The experience opportunities open to us now as a result of Army Succession Planning are healthy for our Branch as we evolve into the future. I am also confident that we are on the right track for our EME Reserves as a viable and effective EME Reserve is essential to the long term health of our Branch. I hope to see some movement in this area in the near term.

In summary, I see the EME Branch getting healthy with a great potential for growth. We have a lot of work to do but as I have said, we will do it in a logical and paced manner to avoid burn out and to ensure that aside from working hard, we also have time to play hard. I challenge each and every member of the EME family to contribute to any aspect that will make our Branch stand amongst the best the Army and the CF has to offer. We must, as soldier-technicians, embrace technology and evolve to remain relevant on tomorrow's battlefield. This requires innovation and a high esprit de corps. The concept of flexible, scalable, and deployable workshops, the performance of our technicians on Op APOLLO in both technical and soldier tasks and the recent BLUEBELL gathering are great examples of these and clearly illustrate to me that the Commander of the Army's faith and pride in his EME tradespersons is well placed. We also must maintain that spirit of camaraderie and pride in our Branch that we are known for. This is the "play hard" side of our business and I encourage each of you to try and attend at least one Branch event throughout the year and to continue to support activities in the units in which you serve. The key to continued growth and success is communications throughout the Branch. I will continue to maintain an active communication strategy using Communiqués, Journal articles, visits and any other media available including the Internet, to ensure you get the right message in time. Conversely, I need each of you to engage me in discussion as I conduct my visits on EME Branch matters. Do not be shy or hesitant; remember, as your Branch Advisor, I work for you. I look forward to meeting with as many of you as I can over the next few years. And always remember, CSS we may be, but as the flag demonstration clearly illustrated, "EME truly is where the action is." Arte et Marte.



## EME DAY IN A BOX

By: Sgt R.A. Wiesendahl, 1 GS Bn Field Wksp

The celebration of EME day is a strong tradition that is not only a morale booster within EME Workshops, but it also serves to honour the proud history of the Branch. Unfortunately, the Maintainers of the 3 PPCLI Battle Group in Afghanistan did not have the time or resources to celebrate EME Day properly. This was simply unacceptable to Cpl Nicole Doyle of the Fd Wksp, 1 GS Bn.

Cpl Doyle is no stranger to the hardships faced by the members of the Battle Group as her own husband, Cpl Erin Doyle is currently serving in Afghanistan as part of 4 PI, B Coy. Determined to see the EME troops celebrate in style, she got the ball rolling by enlisting the help of a number of other EME soldiers in order to canvass local businesses and companies.

Her attempts to drum up support for the 'EME Day in a Box' were a huge success. Local businesses were not only enthusiastic about the idea, but they also readily pitched in to provide an assortment of goods ranging from monogrammed blankets and scarves to pop and chips. The items were boxed up and sent with the following note:

### *EME Day in a Box*

*This box contains tokens of appreciation from local businesses as well as members of the Edmonton EME community. Your work and sacrifices are noticed and acknowledged by all. This box is intended to bring back old ideas of morale and EME "Esprit de Corps", in hopes of lifting your spirits and boosting your morale. It was created by a simple thought, but amplified by many in the hopes of brightening at least one of your days.*

*This note expressed the thoughts and hopes of all the EME soldiers and businesses in Edmonton. We hope that all of you in Afghanistan enjoyed your EME Day.*

ARTE ET MARTE



Cpl Nicole Doyle displays the contents of "The Box"

### List of Contributors

St Albert Dodge

Northgate GM

Kingsway Lexus Toyota

Northstar Hyundai

Stedelbauer Chevrolet

Anglo Canadian Motors

Heritage Harley Davidson

Freightliner Trucks

Diamond International Trucks

Western Star trucks

Alberta Honda

Arrow Welding and Ind.  
Supplies

Northern Mack Truck

Edmonton Kenworth

Landrover Edmonton

Karmac the German Autohaus

Kentwood Ford Sales

Saturn Saab Isuzu of

Edmonton

Ron Hudson Pontiac Buick

GMC

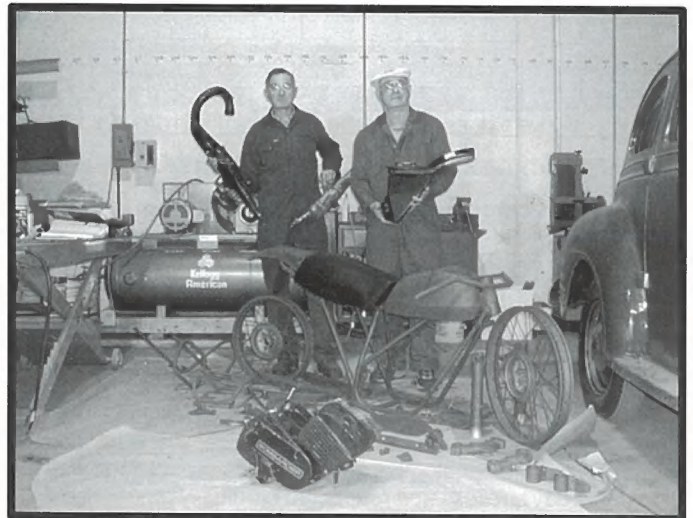
---

## CANADIAN WAR MUSEUM PROJECTS

By: Col (Ret'd) Gilles Nappert

Under the leadership of its Chairperson, LCol (Ret'd) Pat Read, and much legwork by LCol (Ret'd) Stan Katynski, the National Capital Chapter of the EME Association has undertaken the task of refurbishing two pieces of equipment belonging to the Canadian War Museum. Initial meetings with Col (Ret'd) Jerry Holtzhauer, President of the Friends of the War Museum, identified a number of possible projects. Of those, two projects were retained based on personal interest of team members. The team of LCol (Ret'd) Ed Galea, Maj (Ret'd) Frank Lucano and myself undertook to refurbish a 250 CANAM motorcycle while the team of LCol (Ret'd) Neil Johnstone and Maj (Ret'd) Brian Earl decided to refurbish a 25-pounder gun. The teams were assigned a small workspace at Vimy House, an annex to the Canadian War Museum, which is used to store larger pieces of military kit.

The teams began work in early 2002 and devoted one half day per week at different time schedules due to sharing of workspace and tools. At this point in time, the motorcycle has been disassembled, the metal parts primed and now ready for final paint. Much work remains to be done, including rebuilding the engine and rewiring the electrical harness complete. As for the gun, it also has been completely disassembled not a small task considering the wiring harness and that most moving parts had been welded for safety. The larger parts are now ready for sandblasting and painting.



LCol (Ret'd) Ed Galea and Maj (Ret'd) Frank Lucano stand with parts of the disassembled CANAM 250 motorcycle.

There is no lack of leadership on the two work teams. Many are betting that with such high-priced teams, there is bound to be extra parts at the end! Stay tuned progress will be reported in future Journal issue.



# AMMUNITION TECHNICIANS: HOME IS WHERE THE HEART IS

By: MWO Dave Garrison, CFSEME

**T**he role of what we understand to be the Ammunition Technician of today is as old and rooted as recorded history.

We are all survivors of our histories and are recognized a great deal in part by the legacies of our past. To that end, Electrical and Mechanical Engineers and Ammunition Technicians shared similar identities within the Ordnance family of long ago. This long lasting parentage ended in February 1944, spawning the Royal Canadian Electrical and Mechanical Engineers (RCEME). This evolution would see the RCEME re-designated as the Land Ordnance Engineering Branch (LORE) on 1 February 1968, and a further re-designation of the LORE Branch to the Land Electrical and Mechanical Engineers (LEME).

During the early 1960s', the Ammunition Examiner trade was renamed to Ammunition Technician Royal Canadian Ordnance Corps (RCOC) Group 2, 3 or 4. On 16 August 1966, as part of the Integrated Trade Restructure Policy, a further re-designation was afforded to Ammunition Technician MOC 423 with the Land Ordnance Engineering Branch managing our careers. This remained unchanged until 1974 when the trade was reverted to the Logistics Branch and the MOC was changed to the present day 921. Since the inception of the trade many years ago, we went from an established two Ammunition Examiners positions to a high of 192. Today's trade strength lies somewhat lower at 175 technicians.



CFSEME V&E EXPL PL AMMO TECH INSTRUCTORS JUL 2002

Left to Right- Cpl Kevin Strand, MCpl John Briere, MCpl Peter Matthews, Sgt Candace Bonhomme, Sgt Chris Strucken, WO Felix White, MWO Dan Little Missing- MWO Dave Garrison, MCpl John Groen, MCpl Rupert Klyne, Mr. Andre Gilbert (Standards).

It seems quite clear that both Ammo Techs and EME Techs underwent considerable identity changes over the many years since our close brotherhood was orphaned. The only difference is that we, as Ammunition Technicians, wore one identity visible to human eye, but trained within the adoptive eye of what we know today as the Canadian Forces School of Electrical and Mechanical Engineers. Nevertheless, we both carried on making great technological advances which paved the way for our present day success and respected credibility amongst the rest of the Canadian Forces. Many question our place within the EME Branch; not fully knowing what commonalities lay embedded in our colored past. We certainly, as Ammunition Technicians feel fully at home, supported and respected by you our brothers and sisters. This cohesion has been nurtured by years of affiliation with the EME School.

In trying to trace our history as it pertains to training of the Ammunition Technician, was an interesting journey in its own right. The very first Ammunition Technicians attended the Ammunition Examiners Course at the Military College of Science in Woolwich, England. This course of training methodology lasted from 1938 until 1942 when students were course loaded at the Royal Army Ordnance Corps Training Establishment in Bramley Hants, England. The stringent curriculum lead to a 32% failure rate, which saw only the best students who had graduated from the Ammunition Storesman course being selected for further training as Ammunition Examiners. This course of action identified students with marked aptitude and who would most likely be successful with further training. Some years passed and training was given the go ahead to begin in Halifax at McGivney in 1943. Further movement saw training being housed in A-21, Canadian Ordnance Corps Training Center (COTC) at Barriefield Ontario. Course duration was six weeks of theory followed by a further six weeks of practical exposure at Petawawa.

A subsequent three days training was required at the Longue Pointe Ordnance Depot and at the Canada Car and Munitions Plant. Training for Ammunition Examiners never ceased, even during deployed operations they were required to complete a minimum of three hours per week studying literature to keep current with the opposing forces ammunition. This holds true even today, the Ammunition Technicians course of study is long, involved and constant.

In 1947, a large re-organization of the Corps resulted in training being moved to the Ammunition Company of the RCOC School in Ste Therese, Quebec. While there, it was re-named the Ammunition Wing of the Canadian Forces Air Trades School (CFATS), which in due time became a detachment of the Canadian Forces School of Aerospace and Ordnance Engineering (CFSAOE) in Borden. For reasons unknown to this author, no courses were run from 1966 to 1970. In 1971, Ammunition Technician training was moved to CFB Borden and conducted at the Ammunition Section, Explosives Platoon, Artisan Company of CFSAOE, we so fondly remember. With the disbandment of CFSAOE on 17 February 1986, our training fell under the watchful eye of CFSEME where it remained within Artisan Company until it was shifted to the Vehicle and Explosives Company of present day. Change is an inherent part of development, which must occur for us to carry on as viable tradesman.

I cannot dodge the bullet any longer. With hesitance, I have refrained from discussing the impending move of the Ammunition Technician to the Logistics Branch (planned for 2002). You get this feeling of an orphaned child being returned to its mother, yet we have had a healthy and nurturing home within the EME Branch. How can one decide on which parent to choose? How will the other feel upon our loss? That fortunately was not our choice to make, and rightfully so. No matter the outcome, we have had the benefit of being an integral part of the EME Branch for so many prosperous years. Your support, professionalism and unwavering resolve have served to make an unbreakable bond between the Ammunition Technician and the family of EME tradesman everywhere.

We may have lost our surrogate home but we have gained a most favorable ally.

Munitio Oris Servitium.



## CORPS REFLECTIONS

By: MCpl Daniel Ferland, CFSEME

This will be the first of hopefully many articles depicting various RCEME, LORE, LEME and EME Corps accoutrements, uniforms and memorabilia. Many secrets may be hidden behind a badge, a picture or a specific souvenir. The aim of these articles is to share those memories with members of our Branch in future issues

Item 2



of the EME Journal. Historical

inaccuracies in these articles maybe presented to the author above in order to further research and provide corrections in succeeding issues. It is hoped that these submissions will enhance our reading enjoyment and knowledge of our Corps history. This premiere editorial shall reflect on our badge history.

Since the creation of the Royal Canadian Electrical and Mechanical Engineers (RCEME) on 15 May 1944, we have experienced several changes in the appearance of our badges and accoutrements. Not only have the badges changed in appearance, but our Corps title changed as well. The titles may differ, but the significance of our Corps (now Branch) remains the same. We are maintainers and we are proud of it.

Often our pride is reflected in the creation of various Workshop manufactured badges, logos and memorabilia. These articles, and those that will follow, are submitted with the intent of sharing the various changes that our Branch has experienced throughout its existence. Being the initial article, this submission is aimed at the return of the

Horse on May 15 1991.

*"Superimposed with a lightning flash, a horse forscene, gorged with a coronet of 4 maple leaves, a chain reflexed over its back and standing on a globe inscribed with the Western Hemisphere, superimposed across the lightning flash behind the horse's head, a scroll inscribed "EME GEM": the whole surmounted by the Crown."*

This newest badge had to go through a proposal process just as with other new items adopted by the CF. Specifically, the

Item 1



(RC) EME cloth cap badge went through such a process.

Between 1990 and 1992, times were busy due to the re-badging of our Branch to the Horse for 15 May 1991, and a cloth cap badge was needed to compliment the new metal badge. The Logistics Branch cap badge inspired the first cloth design EME cap badge. The notion was to have a green background to match the Green Beret itself. Based on this idea, twelve badges were made of each type, officer (item 1) and NCM (item 2).



These prototypes were accepted by the CFSEME staff and presented to the EME Senate for approval, but were subsequently rejected. This led to the more traditional embroidered design that we presently wear. It can be found with a dark green background (item 3) and was produced by Grant Emblems. Also, one with a black background (item 4) had surfaced in the CF supply stocks (also produced by Grant emblems). Those with the black background were produced, according to Armoured Unit Maintainers, to match the Armoured Corps black beret. Officer cloth cap badges were

Item 5



also available with a bullion-embroidered design. All were available from the EME Kit Shop within a short period of time.

Scully of Montreal originally designed the metal badges for manufacturing, but could not deliver the cloth hat badge in time for re-badging ceremonies. Capt Charles Frost, who was Kit Shop manager at the time, inquired with Woods Manufacturing (item 5) of Ottawa. This Company was able to produce the Horse in time for distribution to Branch members. Currently, C. Lamont of Montreal manufactures the current metal cap badges (item 6), collar badges and metal shoulder titles.

Item 6



Editor's note: MCpl Daniel Ferland is the CFSEME "volunteer" curator for EME artifacts and memorabilia.

## 50th RCEME APPRENTICE SOLDIER REUNION

By: WO (Ret'd) L. (Tex) Leugner

The 50th Anniversary Reunion for members of the Original Apprentice Training Program will be held in Kingston, Ontario on the weekend of 19, 20, 21 22 of September, 2003. All ex-apprentices and Apprentice Company Officers and NCOs are welcome and encouraged to attend.

For more information and costs please contact L (Tex) Leugner at:

E-mail: [texleug@shaw.ca](mailto:texleug@shaw.ca)

Snail mail: Unit 9-8 Riverview Circle  
Cochrane AB T4C 1X1

Phone: (403) 932-7618



## CPL RUDOLPH YACOV FEDOROWICH



Quietly passed away on 24 June 2002 at the age 96 in the Regina Veterans Hospital. Rudy is predeceased by his wife Olga (nee Lutzyk) and parents John and Teklia (nee Stesiw) Fedorowich. Survived by his children Daniel (Valerie), Mimosa (Darla), Alex, Eva, Rudy (Carol) and grandchildren Suzanne, Alicia (Cory), Ivan, Nicole, Tracy, Mark and great grandchildren Jordan and Madison.

Rudy was born in Austria (now Western Ukraine) in the city of Limber, 26 Nov. 1906 of Ukrainian ancestry. Rudy spent his early

childhood with his mother and grandparents while his father immigrated to Canada in 1911 hoping to find work, and bring the family at a later date. Rudy's teenage years in the Ukraine and Russia were very turbulent and had him supporting the Ukrainian war effort against the Russians during WW1. Rudy's Kozack ancestry was displayed early in life with the Zaporozhian Forces as an intelligence scout at the Battle of Kruty. During this time Rudy was separated from his family and in 1922 immigrated to Canada with the help of the Red Cross and was reunited with his parents in Regina, Saskatchewan. He attended night school at Central Collegiate, taking vehicle mechanic training. During the Depression, he went to Vancouver and worked as a deck hand on a CPR boat, and later worked in the mines, labor camps and rode the rails in Western Canada.

Rudy enlisted in the Canadian Army from 1943 to 1956 with the Royal Canadian Ordnance Corps (RCOC) and then Royal Canadian Electrical and Mechanical Engineers (RCEME) as a Vehicle Technician. He served in many areas including: World War II with the Second CDN Armoured Brigade Workshop from 1944-1945 in England, France, Belgium, Holland, Africa, Italy, Germany, and then the Korean War with 193 LAD RCEME 25 CIB from 1950-1951. In 1949 Rudy married Olga Lutzyk and were together for 46 years. On his retirement from the army (1956), Rudy spent the next 32 years working for the Canadian Corps of Commissionaires in many areas: the old Imperial Oil Company, General Hospital, Queens Building, University of Saskatchewan and many others. Rudy enjoyed meeting people and discussing world events and history. This gave him the opportunity to pursue his hobbies of reading and writing about the historical events, which happened throughout his lifetime, many of which assisted other historians in their published works. Rudy was a member of the Royal Canadian Legion No. 1 Branch for 45 years, Ukrainian Free Kozak Organization and the Ukrainian Hetman Organization. Rudy lived a full and adventurous life and was a proud Canadian who fought for his country believing in a better life for his family and all Canadians.

In his declining years, Rudy was still very active in the community and recently participated in the commemoration of the 60th anniversary of the On-To-Ottawa Trek and Regina Riot with the Saskatchewan Federation of Labour.

Arte et Marte. - Acts 24:15.

For more photographs illustrating the career of Cpl Fedorowich, please check out the Branch Web site at: [http://borden.mil.ca/eme/english/fedor\\_e.htm](http://borden.mil.ca/eme/english/fedor_e.htm)

## REPATRIATION AND REMEMBRANCE OUR CHAPEL STAIN-GLASS WINDOWS

The two RCEME stain-glass windows, rededicated on the 15 May 1994, were originally presented to St-Luke's Chapel and Holy Trinity Chapel in Fort Chambley (near Soest, Westfalia, Germany) by 4 Field Workshop RCEME on May 9, 1965. The presentation ceremonies under the command of Major Percy Bateson, the Commanding Officer, were part of the workshop's celebrations commemorating the 21<sup>st</sup> Anniversary of the formation of RCEME. The stain-glass windows were consecrated by Chaplain W.J.O. (Bill) Isaac and Father Pierre Demers and dedicated to the memory of members of RCEME who gave their lives in the service of their country.

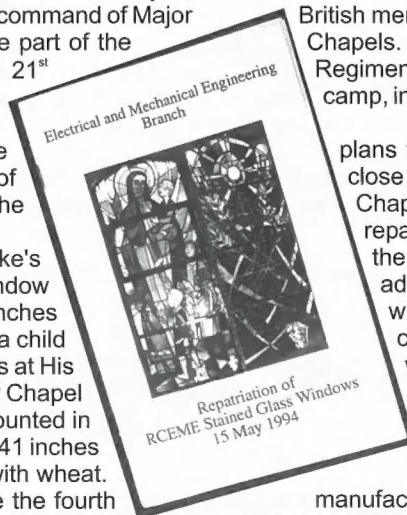
The stain-glass window in St-Luke's Chapel was originally mounted in the front window space in the right aisle of the nave. It is 41 inches wide and 91 inches tall and depicts Christ with a child in His arms and children of different nationalities at His feet. The stain-glass window in the Holy Trinity Chapel was the second from the left in a set of four mounted in the back wall of the chancel of the Chapel. It is 41 inches wide and 96 inches tall and depicts the Host with wheat. Two of the others depict the Holy Trinity while the fourth depicts the Chalice. On both RCEME stain-glass windows there is a RCEME crest in the lower right hand corner. They were manufactured by Glasmalerei Peters from Paderborn (near Soest).

By the time the Canadians moved from Northern Germany to Southern Germany in 1969-1970, there were about 55 memorial stain-glass windows in the Chapels in the camps in Soest, Werl and Deilinghofen. The camps were taken over by

units of the British Army of the Rhine. Fort Chambley, for example, was the home of 5 and 11 Armoured Workshops REME. Therefore, when the Canadians left, their memorial stain-glass windows were left in place. They were well looked after. In fact, British memorial stain-glass windows were installed in some Chapels. For example, the REME members of the 3 Regiment Army Air Corps, which was located close to camp, installed one in St-Luke's Chapel.

By 1992 as a result of the end of the Cold War, plans were made to close the camps up North and to close out Canadian Forces Europe. Consequently, the Chaplains General wanted to set up a program to repatriate the stain-glass windows from up North plus the 15 or so from Lahr and Baden-Soelingen. In addition, they also arranged for the six stain-glass windows in Cyprus to be repatriated as part of the close out there. They were fortunate because they were able to join in as part of a British program to repatriate their stain-glass windows, including the REME one, from Germany back to England. Each stain-glass window was removed, dismantled and refurbished by the original manufacturer prior to being sent to Canadian Forces Base Lahr for packaging and delivery to 25 Canadian Forces Supply Depot in Montreal. From there they have been allocated on request to Chapels and museums across the country.

The EME Colonel Commandant, Colonel Murray Johnston who incidentally was the project officer for their original installation in 1965, requested that the two RCEME stain-glass windows be brought to Camp Borden, the Home Station of the EME Branch, and installed in the Chapels. Arte et Marte





## OUR EME FLAG IS 25 YEARS OLD

By: Col (Ret'd) M.C. Johnston, Col Cmdt

**D**id you know our EME Branch flag is 25 years old this year? Can you even recall a time when we didn't have our four-bar, dark blue, yellow, red, light blue flag? If you can, then you were probably in the service before 1977. We fly our Branch flag as often as we can these days. It's part of our esprit de corps. But can you imagine the decade after 1968 when we had no Branch flag at all? Esprit de Corps was very low at that time, and to help improve it is why we got our flag. It all began at 202 Workshop Depot in 1976.

In those days, a good part of the civilian members of the Depot were war veterans. They well knew the value of a Branch flag. They chafed at the loss of the RCME flag just as much as us serving Craftsmen did. So one morning Oscar Wattie, who at that time was in charge of the paint shop at the end of Building 10, had an idea for a flag. Why not add a light blue bar to the bottom of the RCME flag? We would then have a Branch flag that represented the two major sources - RCME and the RCAF - of the people in the LORE Branch. So he had Maurice Desroches, one of his painters and still a member of 202, paint a very large flag on the wall over the back door of building 10.

I was Commandant of 202 in those days and saw it very soon after during one of my walks around the shop. I recall thinking what a good idea. It was simple and there was a good rationale for it. We had one made up and flew it over the shop (see photo) that fall.

There was an EME Senate meeting in early 1977 and one of the topics for discussion was getting a new LORE Branch flag. So I went to the meeting with 202's proposed new flag in my brief case. I said nothing during the heated discussion of what the flag should be like. After a while as the discussion was heading for impasse, I pulled the flag out of my briefcase and spread it out in front of the meeting. There was instant unanimous approval.

There was a formal flag presentation parade on June 3, 1977 at 202 Workshop Depot. It was a grand affair. I believe that Oscar Wattie was on that parade too, because it is around that time that a Veterans' Platoon was formed for formal parades and he was the platoon commander.

The rest, of course, is history. The troops readily adopted the flag and you can see them flying over workshops literally around the world. As for the original flag, it is now in the Museum in Borden.



LCol Val Legère, the DCO, and CWO Slim Greenshields, the RSM, raise the flag at 202 Workshop in the Fall of 1976. This flag was later approved as the LORE Branch flag.

The whole thing though is characteristic of EME. We have good innovative ideas and we sure do like our separate identity as a technical corps. My hat goes off to Oscar and Maurice for starting a good idea and to all the members of the Branch - then and now - for so enthusiastically following through on it for the past 25 years.

Arte et Marte

### SPORTS AWARDS FOR YEAR 2001

LFWA	Bonspiel	\$200.00
LFAA	Bonspiel	\$200.00
LFCA	Bonspiel	\$200.00
AIRCOM	Sports Day	\$150.00
CFRETS	Golf	\$200.00
LFQA	Golf	\$200.00
LFWA	Golf	\$200.00
CFRETS	Hockey	\$200.00
NCR	Hockey	\$110.00

TOTAL 31 DEC 01                      \$1660.00

### SPORTS AWARDS FOR YEAR 2002

LFWA	Bonspiel	\$200.00
LFAA	Bonspiel	\$400.00
LFQA	Golf Tournament	\$400.00
LFQA	Hockey	\$400.00
AIRCOM		\$200.00
CFSEME	Golf	\$400.00
TOTAL		\$2000.00



## FLYING THE EME FLAG, CARRYING OUR COLOURS HIGH, PROUD OF OUR BADGE

By: Col (Ret'd) M.C. Johnston, Col Cmdt

In the world of flags and colours, the word "colours" refers to special unit flags that are carried into combat. The word "flags" refers to markers for installations, camp areas etc. Colours are consecrated, revered and carried only by combat Units. A "stand of flags" refers to the collection of colours that a Unit may have at one time. A Unit usually has at least a regimental colour and a sovereign's colour. All Units and Branches can have flags. The EME Branch flag was approved in November 1977 and comprises four equally sized horizontal stripes of, from top to bottom, dark blue, yellow, red and light blue. There is a well-deserved tendency; however, of EME Craftsmen revering their flag as a colour.

As many of you have heard me comment countless times in many places, "Everywhere I go, I see the EME colours and the EME flag prominently displayed. The effort put into the display of our Branch flag and colours by our Craftsmen reflects their esprit de corps and success in keeping their Unit's equipment operationally fit." That statement says a lot if you consider the wide spectrum of difficulty, dirty and dangerous condition under which our Craftsmen work.

"EME was everywhere the action was" to quote Corporal Brett Demary when he returned from the Gulf war. In the past, I have encouraged our troops to donate special EME flags to the Branch for retention in the EME Archives as an overall project to build up our Branch Archives, and most importantly get these items explained and on display to our troops as a means of maintaining high esprit de corps and its consequent low VOR rate.

Over the past few years, I have received several EME flags that were flown at EME operations around the world. These flags are now part of our EME heritage and will once again fly proud at in what we consider our "Stand of Flags" at Home Station, CFSEME. One thing that never ceases to please me about the EME Branch is the sense of teamwork, esprit de corps, innovation

and "do it now" among its members. A good example of this was getting these flags presented and having them displayed. Last spring, while visiting CFSEME, I briefly outlined a concept to the Branch Adjutant, Captain Brian Cook. He and many others members of the Branch "simply ran with it". With the assistance of Capt Sheihk, SO EME and others from DGLEPM, they arranged the presentation program for Bluebell 2002. With the help of Maj Paul Fuller, OC Artisan Coy and WO Halley Bransfield (design credits), the "Stand of Flags" became a reality through the efforts of Artisans Stephane Mansereau and Robert Clark as part of their trade qualification tests at CFSEME.

It was indeed an inspiring show by a regimental team when the following Flags were recently presented to the Branch at Ex Bluebell 2002 for display on our new: "Stand of Flags":

- The Flag flown over Canadian UNPROFOR Camp in Visoko on our 50<sup>th</sup> Anniversary May 15, 1994; donated by CWO Spud Howatt;
- The Flag flown over the Canadian SFOR Camp in Coralici in 1997 marking the completion of the Maint PI workshop; donated by MWO Jim Buskell;
- The last EME Flag flown over the EME Workshop in Coralici just before closure in 2001; donated by MCpl Mike Vanderpol and Cpls Jeff Collier and Don Power;
- The Flag flown at 1 CFH during the Gulf war; donated by Sgt (Ret'd) Kevin Temple through his daughter and son-in-law Cpl and Mrs Chris Eveleigh; and
- The last Flag flown at CANBAT 2 Camp, Maint PI HQ, Op Cavalier, Visoko; donated by Maj Paul Fuller.

Our new "Stand of Flags" is one more item for our EME Heritage Collection and there is room for more flags! Arte et Marte.



The Branch Advisor and Colonel Commandant with the Flag presenters at Bluebell 2002.



## **22nd EASTERN EME BONSPIEL**

By: Sgt Mike Gaudet, Base Maintenance, Gagetown

**T**his year, the Eastern Electrical Mechanical Engineering (EME) Bonspiel was a huge success due to the excellent planning and dedication of all committee members. WELL DONE TO ALL.

The event began Thursday evening, 21 March, with a traditional Meet and Greet held at the Maritime Club. Here members of the RCEME/EME Branch, past and present, were re-acquainted, new friendships forged and teams registered. Throughout the evening, teams from across Atlantic Canada and as far west as Borden, ON arrived to participate in the Spiel.

The Spiel officially started at 0530 Friday, 22 March, at which time a 36-hour marathon of curling began. The birds were still asleep, but with a few coffees in their bellies, the curlers rose to the challenge. At 1030 the curling was briefly halted for the official opening ceremonies complete with the Colour Party. Bill Mulholland, Brian Arnold in Battle Dress, the Piper, Brian Lahey and Stephen Rollenston in DEU's formed the Colour Party. They led (marched) all members of the EME Branch teams around the ice. This year's Bonspiel marked a special and new tradition for the Eastern Spiel as a new official "Eastern EME Rock" designed and built by the Materials Platoon of Maintenance Company, CFB Gagetown was hallowed and presented. Thanks guys. Col Murray Johnston, Colonel Commandant of the EME Branch, threw the EME stone while LCol Tom Temple threw the new Eastern Rock.

Soon after the opening ceremonies, it was back to serious curling. Throughout the day and night, numerous hard battles were fought, on and off the ice! Should one have the opportunity to speak with a few of the unfortunate, who couldn't

keep their eyes open, ask them what happens if you fall asleep at an EME Spiel - right Darrell McMullin! Unfortunately, only the strong survive! At 0430 Saturday, 23 March, the first team eliminated was Barry Potter, Jim Ward, Justin Gauthier and Steve Hynes. Don't feel bad guys; at least you were in the prizes. By 0530 the same day, it was decided who would curl in the finals for the "big bucks" on Sunday.

On Saturday evening, a stylish and typical EME banquet was held. All had a chance to let loose, enjoy an excellent meal and win some of the many prizes offered through a ticket draw. At 0800 Sunday, 24 March, serious curlers were back on the ice. Throughout the final day of curling, one could note the tense atmosphere within the curling club. Who would be the overall champion with bragging rights?

I am pleased and proud to report the following winners: "A" Division: Mike Ewert, Dan Edmonds, Charlie Chaisson and Alfie Stowbridge; "B" Division: Dave Bell, Will Rogers, Paul Clark and Georgina Jones; "C" Division: Paul MacAskill, Tim Carr, Reg Robichaud and Al Cudmore; "A" Consolation: Terry Burns, Kevin Gaudon, Terry Purvis and John Arens.

On behalf of the Bonspiel Committee, I would like to pass on our thanks and congratulations to all participants of the Bonspiel for making this year's Spiel a huge success. We hope to see you next year. Special thanks to our many supporters, especially the staff of the Maritime Club and the staff of the GAGE Golf and Curling Club. Your support and assistance was greatly appreciated. Until Next Year, Happy Curling.

---

## **QL 7 EME MANAGER COURSE** **5 FEB - 27 MAR 02 SERIAL 0102**

By: WO E. Eastman, CFSEME

**A**s a start to the new year of training and development within CFSEME, the QL 7 Manager Course kicked off on Feb 5<sup>th</sup>, 2002 with a bang. Nineteen senior Warrant Officers from all over Canada gathered to Borden for this course to enhance and develop the special talents required to become ETQMs, CSMs, LCMMs, and Project Managers as new Master Warrant Officers serving the Electrical and Mechanical Engineering Branch.

This course demanded the full attention of all students throughout the eight weeks and many a night was spent researching information for homework projects and written POs that were required to be completed before graduating from this course. However, this is not to say that the course was boring in any way. The Course Supervising Officer, MWO Keith James and his staff were very quick to point out within the first week that we were a very "Interactive" bunch, because of our outgoing manner and opinions that were freely expressed whenever asked for our view on different issues.

The course package consisted of many areas of importance to work as managers within the EME Branch. Guest lectures from NDHQ, Kingston and Borden all provided their special expertise in their mastered areas of responsibilities to enhance our ability to understand how all the pieces of the puzzle connects within the CF, and give us the tools required to perform our future jobs. We salute you all for the help and information

provided, especially Capt Gash-Wysman for her very useful business/financial presentation. (Yes, we did pay attention and were not sleeping, just meditating about the subject content with our eyes closed)

As the course progressed, one could witness the bonds being formed between the attending members. It is this bond, which maintains the famous "Tech Net" that exists within the EME Branch and ensures that we will be able to provide the excellent service, that is required to keep the troops within the military efficient and effective.

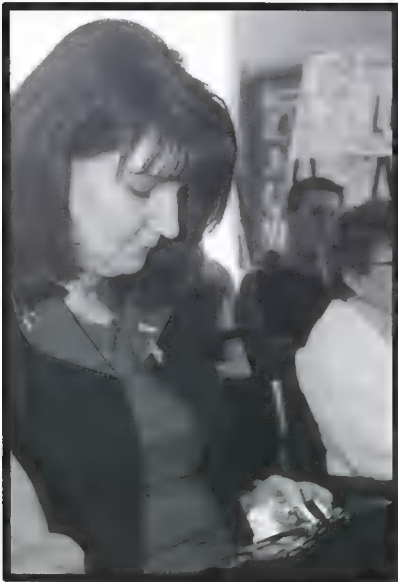
However, like all good things, the course is coming to an end on the 27th of March. (You know a course is finished when a certain member of the course spelled his name wrong on a test and was deducted marks because of it.) We, the QL 7 EME Manager's course, will disperse to our respective units and some of us will never return to Borden again. As spokesman for the course, I thank all the personnel within Base Borden, and especially CFSEME for the services you have provided us. Not only during this course, but also for all the courses we have attended here for the past thirty years (yes, we do have members on this course who have that much time in). We hope the future generations of maintainers will have as many fond memories as we have had while being on courses here.

Arte et Marte "By Skill & By Fighting"



## A VERY CIVIC CEREMONY THE PRESENTATION OF FIVE MEDALS POSTHUMOUSLY

By: Col (Ret'd) M.C. Johnston, Col Cmdt



Mrs S. Larose in a moment of quiet reflection.

In a crowded classroom at Waverley High School (near Halifax, NS) on 19 March 2002, 80 students and family friends watched in hushed silence as five military medals were awarded posthumously to the family of the Late Corporal Greg Larose. This was followed by short presentation on Canada's peacekeeping efforts both on land and at sea. Why five medals and why present them in a school classroom? The answer lies in a fascinating story of a soldier's military service to this country and of the sacrifices by one small family of this soldier; Sonia, his widow, and Tara and Ashley, his two daughters.

In May 1993, Corporal Greg Larose, an EME soldier, died unexpectedly while serving as a member of the United Nations Disengagement Force (UNDOF) in the Golan Heights on the Israeli-Syrian border. I met with his family later that fall at his gravesite in Hampton, Nova Scotia. It was to be some years later that I would again speak with his family.

In between those years, the Maintenance Platoon in the Golan at the time of Cpl Larose's death had named their sports playing field "Larose Park" in his honour. In early 2000, the resident Maintenance Platoon refurbished their Park and added a permanent record of who Cpl Larose was and why the park was so named in his honour. CWO Floyd MacLean, ETSM EME Workshop Halifax at the time, contacted the family and had some personal mementos sent to the Golan for that very purpose.



In the summer of 2001, I contacted Sonia with the view of applying on her behalf a request for a Canadian Peacekeeping Service Medal (CPSM). It was quickly approved and she agreed to wait until the spring of 2002 to formally present the CPSM to her during my next regular visit to Atlantic Canada.

The following winter unveiled many interesting facts and things really started to happen. DND's Directorate of History and Heritage discovered that Mrs Larose had never applied for the Special Service Medal (SSM), which had been issued after her husband's death. It recognized his ten years of service in the Canadian Navy, mainly at sea on NATO patrols. It was also discovered that at the time of his death, he would have been awarded the UNDOF medal but it had never been issued to him. The Commander UNDOF quickly authorized that medal. After her husband had died, the Government issued a Memorial Cross to her, but for whatever reason, she never received it. The History Directorate quickly authorized another issue, and also one for the late Corporal's mother, Rita, who also had not previously received one.



Col M.C. Johnston present the Widow's Memorial Cross to Mrs S. Larose while daughter looks on.

Then came the question of the format for the presentation ceremony. Sonia and I quickly agreed that we could make this an act of citizenship by doing it publicly in the classroom of her younger daughter's school. The school principal immediately agreed. I chose five presenters; all of whom had known or worked with the family or represented some area of the service of her late husband. Presentations in order were; the SSM by CPO1 Ray Doucette (CPO of Base Halifax) representing the Navy; the CPSM by CWO Floyd MacLean representing those who have helped the family; the UNDOF medal by CWO Tony Rerrie representing the troops in the Golan; the Mother's Memorial Cross to Mrs. Rita Larose by Capt (N) Kirke representing the Navy, and the Widow's Memorial Cross to Mrs. Sonia Larose by myself, representing the EME Branch.

To all presenters, it was a very emotional moment. To the family and the students, it was an illustration of the proper recognition for the kind of sacrifices that Canadian Servicemen and women have been making as peacekeepers since 1948. Approximately 120 of our Canadian Military Servicepersons have given their lives while serving as peacekeepers. Their names are recorded on a special placard in the Canadian War Museum. The children of Waverley High School understand what that sacrifice means to the Nation and to one of their own, Ashley, and to her mother, Sonia, and sister, Tara.



## OP ECLIPSE, CFSEME LAV III TRG CELL

By: Cpl H.M.P. Houle; CFSEME

On 2 Oct 2000, the LAV III Trg Cell of CFSEME received direction that it would be departing for Gagetown to support the Op Eclipse deployment to Ethiopia (Ethria). The mission was to provide an in situ LAV III Maint Crse to a group of 20 Veh Techs of which 16 would deploy to Africa as part of 2 RCR Maint Coy. Deployment of the "new" LAV III under operational conditions required that maint pers become very well acquainted with all aspects of vehicle operation and maintenance. 2 RCRs pre-deployment trg and commitments made it impossible for techs to travel to Borden for LAV III trg. The decision was made to bring the CFSEME School to them.



After being recalled from leave and briefed on the mission, we, the LAV III trg cell, prepared ourselves for the weeks ahead. Deploying to Gagetown meant more than just getting on a plane; it also meant preparing and transporting all necessary equipment to conduct trg. After securing two tractor-trailers for the move, we began the arduous process of packing and loading. Every piece of equipment in our shop found its way unto the trailer. Office equipment and computers, toolboxes and shop support equipment, spare parts and training aids, nothing was overlooked. Even our four static powerpacks weighing in at two tons apiece, were lovingly loaded on board. After two days of frantic activity, we were ready to fly. Many thanks to all the personnel from CFSEME PAT PI who helped with the grunt work, as well as our good friends at Base Transport and Supply, who provide personnel and equipment at a moments notice to make this move happen.

After a short white-knuckle flight to Fredericton, we were introduced to our new temporary home and began the process of setting up shop. Our fearless leader, WO Turcotte found himself an office from which he could run the show. Privates Griffin, Hillier and Cowland organized the tool crib and the four core instructors, MCpls Giguere and Ilareguy & Cpls Houle and Laplante set about preparing the classroom and shop floor. With the arrival of 10 LAVs from 2 RCR and the students for trg, we were good to go.

Over the next five weeks, we would deliver our standard course package. Driver familiarization, power pack removal and



maintenance, hydraulic and air conditioning systems servicing, steering and suspension servicing, as well as AFES, electrical system and electronic troubleshooting. Also included were demos on tire replacement and turret removal. Trg was interrupted several times as the students were schedule for security briefings, needle parades and Career Manager interviews; but these were anticipated and posed no major problems. If only we could say the same for the facility we were allocated. Bldg L-33 was meant to be a parking garage, not a maintenance hangar (hope I don't offend anyone). It was the only available space we could use. It lacked several of the basic necessities we took for granted back in Borden. Lack of compressed air, overhead lift capability, exhausts extraction and functional electrical outlets were just a few of the things that added to the challenge of taking our show on the road. Still, in true EME fashion, we overcame these limitations and provided the standard, top-notch quality trg with much gusto and effort.

With only 2 days notice to move, CFSEME's LAV III Trg Cell packed, moved, set up and was ready to give instruction within four days after our arrival in Gagetown. Proving again that EME pers can meet any challenge and accept any hardship and overcome them with perseverance and commitment. The result was a very successful completion of our tasking with 20 Veh Techs ready and able to effectively support and maintain the vehicles under their charge.

Arte et Marte.

Editors Note: Time proved them right again, as the maintainers on OP Eclipse were extremely successful in maintaining an operational fleet for the duration. Bravo Zulu

---

## EME HERITAGE PROJECT

As mentioned in the last issue of the Journal, this is a recent Branch initiative to perpetuate our EME Heritage. The Project encompasses two activities. The first being the "Friends of the EME Museum" initiative with its main focus to see the development of a museum to facilitate and house the Branch's collection of artifacts and memorabilia. To date, several cash donations have been received from interested and concerned persons with other individuals (service members) contributing through the payroll deduction plan. The second initiative is the "Heritage Fund" with its main focus to preserve our existing collection of artifacts and memorabilia through repair and restoration. A secondary focus is to purchase EME related items as they become available.

Persons wishing to contribute to either of these EME Branch Project Funds may do so through a cash donation or through the CF pay system using pay code Y022 for the Museum Fund and Y021 for the Heritage Fund.



# REPORT ON THE RCEME ASSOCIATION 24<sup>TH</sup> ANNUAL REUNION WEEKEND HELD AT CFB KINGSTON 7-9 JUNE 2002

By: Art Rest, R.C.E.M.E. Association National President

The 24<sup>th</sup> Reunion weekend was launched with the traditional Meet and Greet on Friday. This event was similar to past years with two significant exceptions.

The tables that were normally used to display the hundreds of photographs of years gone by were missing. In their place was a computer set up to preserve and display these images in digital format. This project was suggested and completed by Al Lauzon, a serving EME member from Petawawa.

The other significant addition was a gentleman roaming around taking photographs with a digital camera. He was quickly identified as Collin Hooper, formerly of the British REME corps. He is the RCEME Association Webmaster. The photographs on this page are just a small sample of his weekend's work. The entire collection can be viewed on line at: <http://ca.msnusers.com/RCEMEAssociation>.



Don Campbell with LAD 103 flag

The formation of LAD 103 (RCEME Association of Niagara) was announced at the Annual General Meeting (AGM) on Saturday. Don Campbell accepted a flag and a charter on behalf of his fellow members. Those who served in RCEME often worked in Light Aid Detachments or LAD(s) in support of first line units. A RCEME Association LAD is a satellite of the parent association sanctioned by the National board of Directors, in accordance with the RCMEA Constitution, Rules and Regulations. Its purpose is to provide a means for RCEME family members to hold reunions and other events in their own areas.

The Saturday night dinner and dance was another well-run event, supported by good food, and a versatile DJ. Honoured guests included Colonel Murray Johnston (EME Colonel Commandant), his wife Joan, Chief warrant Officer John Vass (Base CWO) and his wife Joanne. Collin Hooper provided the opportunity for couples and groups to have their photos taken in front of the flags.

Don and Helen Chisholm conducted the traditional Sunday church service. Wreaths were laid in memory of RCEME comrades, RCEME Wives and Sweethearts; RCEME Children and EME members killed in service for their country. The service was expanded to include the presentation of Canadian Peace Keeping Service Medals (CPSM) to Association members by Colonel Johnston.

The weekend wrapped up with the usual Sunday breakfast, topped off with the presentation of a special medal awarded to Gerry Griffin (by the Netherlands) in thanks for his service during the Liberation of Holland.

The R.C.E.M.E. Association 25<sup>th</sup> Annual reunion is



Col Johnston presenting CPSM to Major (Ret'd) Murray

already in the planning stages. Look for more information on this event in the next issue of the EME Journal. If you are a member and want to contribute ideas or suggestions on how to make this event better go to the web site listed above and send an e-mail to the web master. If you are not a member now is a good time to think about joining. Our R.C.E.M.E. veterans and their spouses have many interesting stories to share. Like all veterans their numbers are shrinking every day. I for one feel privileged to have the opportunity to share in their experiences.



Major (Ret'd) Keith Thurrott laying a wreath in memory of RCEME wives and sweethearts

**Deadline for the submission of articles for the next issue of the EME Journal is 30 November 2002**



## ROTO 0: EME SUPPORTS OP APOLLO

By: Cpl Paul Walker, ROTO 0, Arabian Gulf

**F**our months have gone by with many changes to our deployment in the Arabian Gulf region. The advance party arrived on the 28 of Dec 01 with the main body arriving on the 3 Jan 02. After two months of waiting, most of us were glad to finally get here.

Part of the Long Range Patrol Detachment (LRP Det), which consisted of two Aurora aircraft, support equipments and more than 100 personnel, found themselves on the ground with a few tool boxes, some repair manuals, paul bunyans and a trailer for an office. Us in the EME world knew we had our work cut out and would have to take the lead to find a suitable workshop. A location was soon mapped out about five hundred meters away from the main camp at the Host Nation (HN) forces transport compound. There, we obtained permission to use three bays and began setting up. It took numerous trips to supply and many more downtown to make the workshop as effective as it is now.

Thirty days after our arrival, four additional EME personnel arrived from 8 Wing Trenton with the Tactical Airlift Detachment (TAL Det). This Det consisted of three Hercules aircraft, support equipment and more than 140 personnel. It took awhile to get adjusted to all the new changes, who was going to do what; but now that time has passed, everything has fallen into place. We are all a happy family working side by side.

Our M.R.T., a 1997 Nissan B2400 crew cab, carries us from our accommodations to the Base, about a thirty-minute drive. Along with this, we also managed to resource a L.S.V.W. to use as a camp vehicle. Mounted in the back of the LS are a Yanmar diesel air compressor and a Miller gasoline welder, which is also our source of 110-volt power.

At the maintenance shop, we now have most of the tools and materials to do our tasks, but still find ourselves taking a scattered walk to the base dump to make our shop more comfortable or to resource something we haven't yet received.

The mission is running smoothly and the equipment is holding up quite well. Most problems we have been facing have been with dust, dirt and extreme heat. Temperatures reaching the mid-forties put quite a strain on electronics and cooling systems, but I am happy to say, that so far not one mission has been affected, of course in respect to equipment serviced by EME.

The camp named Camp Southwest Asia is currently being built and almost completed. EME has also been involved with a lot of the camp construction, and making sure that the engineers have what they need to complete their tasks as well. Tasks ranging from making metal racks to welding flagpoles are just a few examples.

Time is quickly going by and soon, Roto 0 will be getting ready to go back home. Everyone is looking forward to being reunited with loved ones. I must say that the next roto will certainly have a good camp and a great shop to work in and I wish them good luck. I hope they will have a good tour like this one.

In closing, I know that every Unit here has much respect for EME, because we have made things happen. For the past few months, all of us have had to use our resources and experiences to complete jobs in and out of trade. Each of us have put our heads together on many occasions to search for a solution to problems and have managed to adapt and overcome, but hey, that's what we do! **AND WE DO IT BETTER THAN ANYONE ELSE. ALWAYS!** EME is where the action is. Arte et Marte





# HYBRID ELECTRIC VEHICLES A NEW VEHICLE PROPULSION PARADIGM

By: L.J. (Scotty) Phillips; DSVPM 4-1

The use of the word "paradigm" may not be entirely appropriate in the context of this article; but how often does one get to use such a million-dollar word?

The confluence of two seemingly unrelated phrases - fuel economy and battlefield logistics, is bringing the "Commercial Off The Shelf" (COTS) concept into early use in the area of military transportation development.

Environmentalists, particularly in the US (read California), have been railing against the seemingly immovable CAFÉ standards. Additionally, California has declared diesel emissions as carcinogens. Most people see the fuel cell as the long-term solution to vehicle emissions and related greenhouse gases (GHG). Until commercialization of fuel cells is achieved, the quality of urban air will continue to decrease and the "global warming trend" will continue. This trend is due in part to unbalanced anthropometric production of these effluents, a great percentage of which are transportation related. One method of reducing these threats is to reduce fuel consumption through increased fuel economy. Until recently, government efforts have primarily focused on automobiles and light trucks. This is now being extended to heavy trucks, buses and recreation type on-road vehicles.

In 1999, General Eric K. Shinseki, US Army Chief of Staff, stated, "Heavy forces must be more strategically deployable and more agile with a smaller logistic footprint. In terms of volume and weight, fuel comprises approximately 70 percent of the tonnage shipped through the logistics chain. As part of reducing the logistics footprint (termed Revolution in Military Logistics), the 21<sup>st</sup> Century Truck Initiative will, amongst other things, look at ways of reducing fuel consumption on the battlefield. This will lead to a reduction in the number of vehicles required to carry fuel, which will lead to the reduction in the number of drivers, maintenance personnel, maintenance vehicles, etc.

Today, the most promising technology to meet all of these requirements is the hybrid electric vehicle (HEV). Already utilized in the Toyota Prius and Honda Insight, this technology is also being used in buses. The City of New York has ordered about 250, 40 to 60 passenger buses for delivery over the next two years. The US Army National Automotive Centre (NAC) and General Dynamics Land Systems have designed, fabricated and will demonstrate an HEV system in a 20 ton 8x8 vehicle. A Joint NAC/WestStart venture has been formed to develop advanced drive trains for heavy-duty vehicles that are equally applicable to the military and industry.

## SYSTEM DESCRIPTION

One form of Hybrid-Electric Vehicle (HEV) uses a small internal combustion engine (ICE) as well as an electric motor to achieve better overall performance than a conventional vehicle. The combinations of technologies could also include fuel cells and batteries (or flywheels or ultracapacitors) or gas turbines and flywheels (or batteries or ultracapacitors)

HEVs can be categorized as either "series" or "parallel" configurations.

In the series configuration, the engine is used to drive a generator. This in turn charges the storage device (battery) that supplies power to the motor. The electric motor always powers the vehicle while the engine drives a generator to keep the storage batteries charged. In some cases the engine would cycle on and off to maintain a set charge, while in other cases the engine would operate continuously while the vehicle was in use.

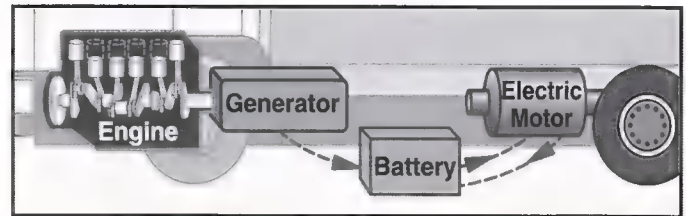


Figure 1 - Series Hybrid Configuration<sup>4</sup>

With parallel HEVs, a common drive shaft may be powered directly by either the motor, or the engine, or both. During low-load city driving, the electric motor would normally power the vehicle by drawing current from the batteries while the engine would cycle on and off to maintain a set charge in the batteries. To meet higher load demands (e.g., during acceleration) the engine would automatically power the drive train.

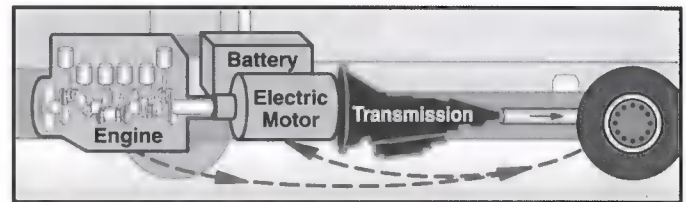


Figure 2 - Parallel Hybrid Configuration<sup>4</sup>

## HYBRID POWERTRAIN ADVANTAGES

When compared to traditional vehicles, hybrid powertrains offer important advantages:

- Regenerative braking enables braking energy to be captured (regenerative braking) for use later.;
- The engine can be optimized for constant speed and more efficient operation (see figure 3);
- The system can be sized for average load rather than peak load;
- Constant speed engine operation for reduced emissions (see figure 4);
- Potential for reduced maintenance;
- Potential for reduced operating costs;
- 80-90% Lower Emissions;
- 64-93% Reduction in NOx;
- 49-92% Reduction in CO; and
- 58-94% Reduction in NMHC.

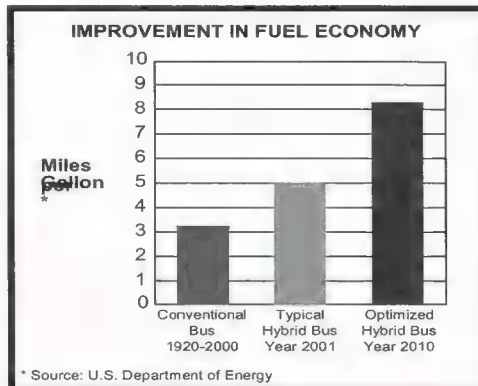


Figure 3 - Relative Fuel Consumption

## EMISSION TESTING

Determining the emissions from hybrid-electric vehicles is more difficult than with a conventional vehicle. Light-duty vehicles are certified as a platform - engine - transmission system: heavy-duty engines are certified independently of any vehicle. Presently, emissions certification for heavy-duty engines includes testing the engine alone on an engine dynamometer against a standardized driving cycle. This method works on conventional vehicles because vehicle driving speed and engine loads are directly related. In hybrid-electric vehicles however, "the engine is de-coupled from the wheels and a control algorithm is used, relying on several independent vehicle-operating parameters, which in turn are used to determine engine load."



As an example of this concept, on a normal gasoline vehicle, the accelerator pedal controls the fuel delivery rate to the engine hence the more the accelerator is depressed, the more fuel is delivered to the engine. In the case if a HEV, changes in the accelerator pedal are sent as signals to the vehicle computer. It is the, which determines what amount of power is delivered by the battery and whether any additional power is required from the engine. The power from the engine can be required to either provide motive power or battery charging power. While emissions from a conventional engine-powered vehicle rise and fall with power delivered at the rear axle by the engine, emissions from a hybrid vehicle rise and fall with power delivered by the engine, which may or may not follow vehicle speed and load. There is currently no accepted method to directly relate emissions from heavy-duty engines to chassis emissions since it is difficult to determine variables such as drive train losses.

## DISCUSSION

HEVs have shown the ability to reduce fuel consumption by 30 to 50 percent. In DNDs case, we have operated a fleet of eleven Prius automobiles for twelve months and have realized a fuel consumption figure of 5.7 litres per 100 km. This has resulted in a fuel savings of about 10,000 litres compared to a fleet of standard vehicles. This means that from this small group of vehicles, 26 tons of CO2 less was added to the global warming problem - not a great amount, but a positive contribution.

Of course none of these improvements are free. The Prius costs approximately twice as much as its gasoline

counterpart and based on DNDs suggested life cycle for automobiles, will cost about \$7000 more to own and operate. A hybrid electric diesel bus costs about \$350,000 more than its diesel counterpart. Typical price differential has to decrease to about \$3000 for light fleet vehicles and \$10 to 15,000 for heavy-duty vehicles (excluding buses). Of course, as with any new technology, the price difference is expected to decrease as production methods improve and production quantities increase.

The relatively small numbers of production quality HEVs have shown a reduction of fuel consumption of between 30 to 50 percent. Translating this into tonnage shipped through the logistics chain will reduce the size of the logistics footprint by 20 to 35 percent - an incredible reduction. There will be a concomitant reduction in emissions and GHG (it may be a bit of an oxymoron to discuss this in the same breath a exploding bombs, shells etc, but the Army exercises a great deal in peacetime).

## CONCLUSION

The HEV concept is a reality and will be commercialized in the very near future. There are great economic and political benefits to its use. It is a step in the direction of reducing the reliance on non-renewable energy resources. It is also a step

in the direction of reducing the quantity of fuel used both on the battlefield and in every day life. HEVs have the capability of helping to meet the army's requirement to reduce the logistic footprint. But perhaps in the greater scheme of things the most important benefits are social ones - cleaner air and easier breathing.

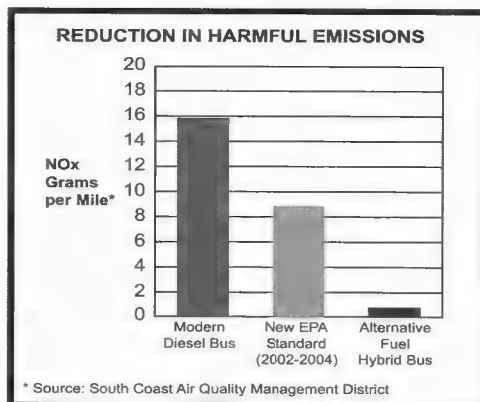


Figure 4 - Relative Emission Levels

<sup>1</sup> Gen Shinseki, address to Association of the United States Army Annual Meeting, 12 Oct 99

<sup>2</sup> SAE paper 2001-01-2772, 21<sup>st</sup> Century Truck Initiative Support to the Army Transformation Process

<sup>3</sup> SAE paper 2001-01-2774, Advanced Hybrid Electric Drive (AHED) Technology Demonstrator

<sup>4</sup> Diagrams courtesy of Southwest Research Institute

## CANADIAN MEASUREMENT TEAM IN BISCARROSSE, FRANCE

During the Spring of 2002, two MCpl Fire Control Technicians (FCS 434) and one Aerospace Engineer (AERE) from the Canadian Forces Electronic Warfare Centre (CFEWC) in Ottawa travelled to Biscarrosse, France to represent Canada at the international trial, EMBOW IX. The team was led by Dr Tracy Smithson and Capt Pierre Bergeron. Using elaborate Electro-Optic(EO) and Infrared(IR) collection equipment, MCpl Dave Summerhayes and Brett Rodgers assisted the scientific team from Defence Research Establishment Valcartier in the collection of valuable infrared parametric information. The specialised equipment measures the infrared energy emitted from an object over the detector wavelengths as a function of time or intensity. After extensive specialized training in the EO field to become operational, the CFEWC EO Team provide high quality test and measurement support, for the three CF environments, securing essential electronic warfare and protective measure data in the IR spectrum.



From left to right:  
 Capt Pierre Bergeron (CFEWC), Dr. Tracy Smithson (DREV), MCpl Brett Rodgers (CFEWC), Mr. Denis Nadeau (DREV), MCpl Dave Summerhayes (CFEWC).  
 Absent: Mr. Rony Philippe (LyreTech), Mr. Noël Robitaille



## A FABLE: WHY SYSTEM ENGINEERING?

By: Roger A. Kaufman, Submitted by: Captain Sherry Oake

Once upon a time there were two pigs (a third one had gone into marketing and disappeared) who were faced with the problem of protecting themselves from a wolf.

One Pig was an old-timer in this wolf defending business, and he saw the problem right away - - just build a house strong enough to resist the huffing and puffing he had experienced before. So, the first pig built his wolf-resistant house right away out of genuine, reliable lathe and plaster.

The second pig was green at this wolf business, but he was thoughtful. He decided that he would analyze the wolf problem a bit. He sat down and drew up a matrix (which, of course, is Pig Latin for a big blank sheet of paper) and listed the problem, analyzed the problem into components and possibilities of wolf strategies, listed the design objectives of his wolf-proof house, determined the functions that his fortress should perform, designed and built his house, and waited to see how well it worked. (He had to be an empiricist, for he had never been huffed and puffed at before.)

All this time, the old-timer pig was laughing at the planner pig and vehemently declined to enter into this kind of folly. He had built wolf-proof houses before and he had lived and prospered, hadn't he? He said to the planner pig, "If you know what your are

doing, you don't have to go through all of that jazz." And with this, he went fishing, or rooting, or whatever it is that pigs do in their idle hours.

The second pig worked his system anyway, and designed for predicted contingencies.

One day the mean old wolf passed by the two houses (they both looked the same after all, a house is just a house. He thought that a pig dinner was just what he wanted. He walked up to the first pig's house and uttered a warning to the old-timer, which was roundly rejected, as usual. With this, the wolf, instead of huffing and puffing, pulled out a sledge hammer, knocked the door down, and ate the old-timer for dinner.

Still not satiated, the wolf walked to the planner pig's house and repeated his act. Suddenly, a trapdoor in front of the house opened the wolf dropped neatly into a deep, dark pit, never to be heard from again

### MORALS:

1. They are not making wolves like they used to.
2. It's hard to teach old pigs new tricks.
3. If you want to keep the wolf away from your door, you'd better plan ahead.

---

## GETTING THE VEHICLES READY

By: Sgt Raymond, 5 Svc Bn, Valcartier

The aging of vehicles currently in use in the former Yugoslavia and the arrival of the new communication system (TCCCS) have required a rotation of the fleet of vehicles currently being used in the theatre. As 5 CMBG is to be deployed on Rotation X, 5 Service Battalion Maintenance Company was assigned the Class S inspection and repair of some 258 vehicles of all types (wheeled and tracked) required during this period, and its members were given only 3 months in which to complete the work! The project requires the participation of personnel of all MOCs in the EME Branch, as well as supply and communications technicians and several operators from other units in 5 Brigade Group. In all, 94 persons, including 21 civilian employees, are currently working on the project in Maint Coy and 3 R22°R buildings, under the command of 2Lt Michaud and WO Chenel.

The challenge is all the more sizeable since new standards have been added since it began. For example, the anti-rust treatment of the vehicles is to be done by a civilian firm. Radio technicians have to modify the Iris system, and there are other changes to be made to the LSVW and other equipment. These

requirements have made it extremely complicated to keep track of the vehicles' whereabouts. The additional tasks require us to adapt quickly and maintain a certain level of flexibility. Furthermore, a certain amount of time was required to adapt to the changes to the supply system, complicating the project even further.

Yet, despite all these setbacks, every effort is being made to meet the 21 December 2001 deadline. EME technicians and all personnel taking part in the project are highly motivated and are working relentlessly to get the vehicles up and running.

The challenge is great, but the professionalism and dedication of EME Branch personnel is no less formidable. Members to deploy with Roto X can rest assured that the 5 Svc Bn Maint Coy has the project well in hand, and soldiers deployed in theatre can certainly count on reliable and operational vehicles.

### ARTE & MARTE

Note: This article was written prior to deployment of Rotation X to the former Yugoslavia.

## NOTICE- EMAIL CHANGES

### EME Journal

Internal: Cook Capt BM@CFSEME HQ@Borden  
External: cook.bm2@forces.ca

### EME Kit Shop

Internal: +EME Kitshop@CFSEME HQ@Borden  
External: james.kb2@forces.ca



## THE GULF WAR: PAST REFLECTION

By: Sgt V.L. Macdonald, Det Sydney, Nova Scotia

Not that long ago during the Gulf War, a band of EME personnel packed up their kit and headed to the Persian Gulf. Among this merry band were wrench benders, gun plumbers and the fire control system guys. Yes, they whistled while they worked and the sun was hot and the days were long, but you really didn't mind it because, what else would you had done in the desert. The little lizards covered the walls and it didn't take long to realize that you were far from home. The driving was a life or death adventure with the open desert highways and all those traffic circles and mass confusion. Just outside Doha, the Capital of the state of Qatar, we nicknamed one of the traffic circles the "Holy F%\*#@# Circle" for a good reason. As we screeched through the circle heading to camp we white knuckled her all the way. This became second nature after a while and was a way to spot new guys. I remember picking up WO Bell at the airfield and taking him back to Canada Dry One, our Base camp and screeching through the Holy ... well you get the picture. You can imagine the words he used and I thought that nickname spoke for itself. This camp was our home where we set up a workshop and of course raise the EME Flag. Which brings me to the missing flag. I wonder if Sgt Kennedy, then Cpl, knows anything about that. Jim, I know it was you. The airfield was buzzing 24 and 7 with our main job to ensure all the generators/lights were serviceable so the pilots could find their way home. NBCW drills were second nature and pill time was announced by loudspeakers where you sucked back another pill in case of chemical attacks. I got sick the first few times and kept it a secret because you didn't want to go home early and I'm sure I wasn't the only one. The cooks did a wonderful job and at night we played a little street hockey. Hidden away in the back of the shacks, cards were played over by Transport (they had the best coffee). There was even a guy with a remote control car who drove me crazy. The Engineers were next door and kept the water running and the pilots happy in their igloo (swimming pool? What swimming pool?), one of NATO's top secrets. Lets just say the pilots had it good, but they were the ones flying escorts and taking

the biggest risks. One thing I can remember is the stars at night, they were so many it was impossible to count them all. The sound of jets flying overhead and the dark sky from the oil fires soon took you back to reality and we all wished we were back home. I know "Hiram", that was our Weapons god, MCpl Roberts, was talking about a cold German beer and he described it so well that you thought you could taste it. Then suddenly as I reflect, I found myself back home in Cape Breton almost 12 years later and wonder what became of that wonderful band of EME guys.

The picture provided is the maintenance team from Canada Dry One in Qatar, Saudi Arabia taken in front of our small desert workshop. It would be an honour if the Journal could publish this story and find out who all these guys are. Sorry I can't remember.



Top of Grizzly is unknown, Cpl Tremblay, Cpl Kennedy.  
Front row: WO Scott, unknown, Cpl Johnson, Cpl Steele, myself, unknown  
Note: WO Bell is not in the picture

---

## EME AT PLAY - CURLING AT ITS FINEST

By: Lt Jeff Coleman, 1 Svc Bn, Edmonton

Well, it's not that it happens every day; but it sure was delightful to witness. Two members of a CS Svc Bn and two members of a GS Bn united together to successfully challenge the rest of 1 Bde to represent Garrison Edmonton at the Prairie Regional Curling Championships held at 15 Wing Moose Jaw from 1-5 Mar 2002. The team was comprised of four personnel from the Electrical and Mechanical Engineering Branch (EME) of 1 Bde. Skipped by Lt Jeff Coleman, 3rd with WO Don Currier, 2nd with Sgt Al Walton and finally lead, dominated by MWO Chuck Hann. Due to IRFL commitments, there were only three teams in total at the Base play downs and the (ALL) EME team defeated any and all challengers for the opportunity to represent the Garrison in Moose Jaw. Requiring a 5th curlier to augment the team in case of injury, the team requested the assistance of CWO Tom Chaudar, a noted adversary (another EME guy) during the round robin. Arriving in Moose Jaw, the team had the unfortunate luck of a bad draw and had to play three 10-end games on the first day. However, at the end of the day, true to

EME spirit, after playing CFB Dundurn, CFB Cold Lake and CFB Shilo, the (ALL) EME team had gone undefeated and would face the challenge of playing the other three time winner, CFB Moose Jaw the following day. After a must needed rest and refreshing beverages, 'The Team' met that challenge and would now move directly to the finals against the winners of CFB Cold Lake and CFB Moose Jaw. CFB Cold Lake must have learned how to defeat CFB Moose Jaw after their first initial loss to them, as they were victorious the second time around. The final game saw Garrison Edmonton against the Cold Lake squad. This final game proven to be a real nail biter as the game came down to the last rock thrown. The hands went up, the cheering sounded, the cries of Victory could be heard all the way back to the Rockies for the All EME team from Edmonton; for they were now victorious and had become the undisputed 2002 Prairie Region Curling Champions.

Arte et Marte



## EME ARCTIC ADVENTURE

By: Sgt John Fraser, LdSH(RC), Edmonton

Not long after opening the last of our Christmas presents and digesting the last of our turkey dinners, C Squadron, Lord Strathcona's Horse (Royal Canadian) with Maintenance Troop 'minus', deployed to Resolute Bay, Nunavut for Exercise Resolute Strathcona. We left Edmonton via the mighty Hercules on 20 Jan 02 and landed in the high arctic five hours later. Our purpose was to provide first line maintenance support for the Squadron during a SOVOP, which included 16 Canadian Rangers.



EME igloo with skylight

Normally a tank Sqn, we left the heavy call signs in garrison and mounted LOSV 'snow leopards' for two weeks of cold adventure. Two 411 Vehicle Technicians, MCpl Kevin Dent and Cpl Mike Stephenson were tasked with the repair of 16 LOSVs and numerous pieces of support equipment. Our lone 421 Weapons Technician, Cpl Evan Morrow, handled all the small arms, stoves and lanterns. Once the local population found out he was in the area, his workload increased dramatically to also include the odd .303 caliber rifle.

The Canadian Rangers, under command of Sgt Paddy Aqiatasuk, proved to be an inviting and warm host who shared their knowledge in everything from igloo and kamituk building, to basic survival in such an extreme climate. The days 'on the land' were spent hunting seal and 'sledding' to the 75th parallel. Our luck saw us catch a seal and under the direction of Pte Debbie Aqiatasuk, I ate some seal liver right there on the ice flow. The adventurous days ended with a restful sleep in my EME igloo complete with our colours, and vigilantly guarded from polar bears by Cfn 'Frostie'.

Arte et Marte



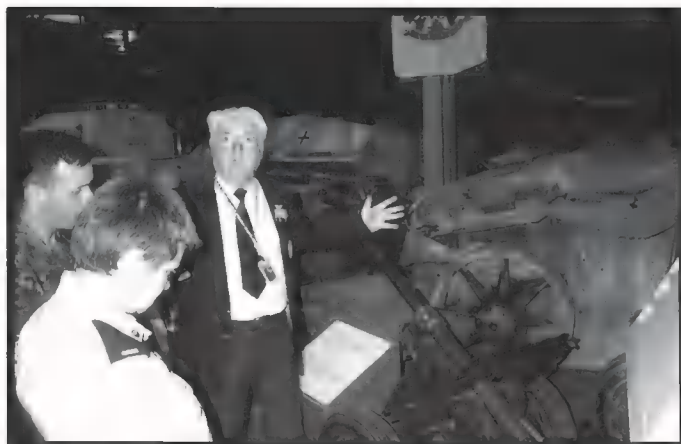
Maintenance Troop, Left to right:  
Cpl Mike Stephenson, Sgt John Fraser, Mcpl Kevin Dent, Cpl Evan Morrow

---

## EME VISIT TO THE CANADIAN WAR MUSEUM

By : Capt JM Lafleur, Maint O, 5 RALC

On the 29th of May, the Canadian War Museum was invaded by a group of EME Officers, Warrant Officers and Sr NCOs. The group was in Ottawa for EX BLUEBELL and a day of professional development was included in their stay. The first part of the tour was a visit to Vimy House, the War Museum's vehicle and heavy equipment storage area. The tour guides, all retired military personnel, were probably not expecting the massive barrage of technical questions they received, but that's what you get for setting free a bunch of ETQMS's in a warehouse of old vehicles. The afternoon was spent visiting the War Museum's main buildings on Sussex drive. This covered the complete history of warfare in Canada, from the First Nations to the latest Peacekeeping missions. The tour guide was once again faced with a storm of questions of a much more general nature mind you, so we can safely say the tour was a success. If you plan to stay in the Ottawa region in the near future, take the opportunity to visit the War Museum. It's a great way to learn more about Canadian military history.



Mr. R. Robertson, a retired gunner shares his unquenchable passion for the development of canon technology with MWO Boulianne and MWO Laberge.



# MAINTENANCE TECHNIQUES DETACHMENT; ON THE ROAD AGAIN

By: Mr Mike Wehling, MTDO

**M**aintenance Techniques Detachment (MTD), Borden is moving back to Ottawa effective 31 July 2002 and will be co-located with the Center for Surface Transport Technology (CSTT) a Division of the National Research Council (NRC), on Lester Road. So, how did MTD get to Borden?



Maintenance Techniques Detachment (CFB Borden) 30 May 2002

Top Row: MWO Jim Sherwood, Mr. Hal Lippett, WO Steve McDonnell, MWO Marc Vaillancourt, WO Steve Gilday, WO Gilles Bosse.  
Bottom Row: WO Kim Beatty, Mr. Kevin McGirr, Mr. Bob Little, Mr. Gilles Drouin, Mr. Bob Hargrave, Mr. Mike Wehling, Mr. Doug Purdy, Mr. Mike Gagne, WO Jerry O'hara.

With the sudden closure of the Land Engineering Test Establishment, Ottawa in 1994, two of its sections, Repair Parts Scaling and MTD were downsized and transferred to DLESS. Both of these sections had been previously relocated from 202 Workshop Depot in 1986 to form the LETE, R&M Squadron. On closure, the Scaling Section moved to the Louis St Laurent Building in Hull and formed a section of DLESS, designated as DLESS 4 and MTD became DLESS 10 and relocated to Canadian Forces School of Electrical and Mechanical Engineering (CFSEME), Borden as a lodger unit.

Maintenance Techniques and Scaling, as DGLEM Detachments, had been attached to 202 Workshop Depot in Montreal for many years, prior to 1986. Collectively, they had been known as LMED, Land Maintainability Engineering Division. Scaling, as the name implies, was responsible for the preparation of Repair Parts Scales, and related documents. Maintenance Techniques was predominantly staffed with military personnel. It was responsible for the preparation of maintenance instructions, including the old EMERS, and then their successors, the CFTOS, including Permissive Repair Schedules, First, Second and Third Line Repair Manuals, Modification and Installations Instructions, Battlefield Damage Repair and Special Studies. As part of this service they carried out modifications, installations and all repair tasks within the three lines of maintenance. These responsibilities carried on with the move to LETE, and subsequently to MTD at CFSEME Borden.

With the move to Borden, CFSEME provided MTD with a building, administrative support and access to its outstanding array of reference equipment and materiel. Building A175, which was a former transport garage and shared a secure compound with Vehicle Company, was made available as MTD's new workshop. It was strictly coincidental that A175 was located only minutes away from two Golf courses and an excellent Curling Rink.

There is no doubt, that every workshop move presents its own unique set of problems and this one was certainly no exception. MTD arrived in Borden with four people and twenty-six 18-wheelers of equipment. The MTD O at that time, Mr Jerry Koeller, and his small team, coordinated the unloading of the equipment into A175 and began the substantial task of re-establishing the Workshop and improving the building. They had no sooner unloaded their equipment, than an asbestos spill occurred during the installation of a new heating plant. This event caused the closure of the work site and a 2-month delay in set-up, while the asbestos was cleaned up. Consequently, the re-establishment of MTD in CFB Borden ran well behind schedule.

The "original four" MTD personnel prevailed however, and with the gradual addition of manpower and vehicles, MTD resurfaced fully operational with a staff of eighteen personnel and three well equipped Sections. The HQ Section, consisted of the MTD O, Tech Editor, Illustrator and Logistics Support Tech. The Mechanical Section consisted of the Vehicle, Machine, Weapons, Welding and Textile Shops, supervised by a Veh Tech MWO and the Electronic Section consisted of the FCS and Communications shops, supervised by an FCS MWO. Eight military and five indeterminate civilian positions were established and were augmented by five civilian contract personnel.

In 1997, Mr Koeller retired and MWO Larry Ness became A/MTDO, until 1 March 1999, when Mr Mike Wehling took over the position. The improvements to A175 continued steadily as the range and quantity of tasks increased. The addition of a new garage exhaust system, new overhead lighting and the enlargement of the Electronic Workshop greatly improved working conditions and a number of high profile tasks were completed.

Despite the number of completed taskings, it became evident that MTD was located too far away from its customer base in Ottawa to reach its full potential. When the opportunity came to share a new workshop facility with NRC in the National Capital Region (NCR) the decision to move was finalized. The concept of leasing the workshop from an agency outside the Department, as well as sharing the space, the specialized equipment and tooling between CSTT and MTD is relatively new and still somewhat experimental. The aim is to have both agencies (CSTT and MTD) harmonize the way they do business and in the end enlarge their customer base.

Again, a valuable core activity has been saved for the Division (DGLEPM). When LETE closed, the performance of maintainability and reparability studies required access to a workshop. The private sector can perform significant portions of this work, but a certain level of in-house capability and expertise has to be maintained to provide corporate services relative to military operations and responsiveness. This requirement remains today and MTD is still available to provide it.

As for the mechanics of the move, more time for planning is available this time. The facility in Ottawa is new and both CSTT and MTD personnel are available to receive and install the workshop equipment as it arrives. Some changes in personnel are expected, but enough personnel are relocating to maintain continuity, to ease the strain of the move and to minimize down time. Besides, what's another workshop move amongst EME friends, "we will have her up and running in no time".

Arte et Marte

## 202 WORKSHOP DEPOT HOSTS THE COLONEL COMMANDANT

By: MWO G. Brideau, 202 Workshop Depot

On 8 and 9 April, the 5<sup>th</sup> Area Support Group received the visit of Colonel (Ret'd) M.C. Johnston, CD, EME Colonel Commandant. For this occasion, the EME Branch personnel from the various units and sections of the Montreal region welcomed him with enthusiasm. 202 Workshop Depot was responsible to coordinate the event.



Colonel Johnston gathered with Mr. Maurice Desroches, creator of the current EME Flag.

The visit began with a meeting between members of the maintenance sections from Saint-Hubert and Saint-Jean, with the Longue-Pointe Garrison joining the group the following day. EME members of 202 Workshop Depot (202 WD), 3 Canadian Support Group (3 CSG) and 25 Canadian Forces Supply Depot (25 CFSD) also attended the Colonel Commandant's presentation. True to his reputation, Colonel Johnston once again captured his audience's interest by means of a remarkable photographic display depicting maintenance personnel in action and serving in peace missions that have occurred during the last half-century. During his presentation, he recalled the many traditions and origins of the EME Branch. Some of our members were later tasked to provide him with some missing pictures, which were to be added to the collection.



Col Giguère with Mrs. Stethem, wife of the second Commanding Officer of 202 WD.

Colonel Johnston also used this occasion to tour 202 WD installations and to meet our personnel in their working environment. He was able to renew some friendship with several civilian members of the unit who were present during his command appointment at 202 WD from 1976 to 1979. Among them, he spoke to Mr Maurice Desroches, one of the original creators of the current EME Branch flag. The Colonel Commandant recalled that at the time, they had painted a wall with the colours of the flag, which has since become very familiar to many. Later, this flag was proposed to the LORE Branch Senate in 1977. The colours were adopted in the months to come. This event constituted another fine example of the cooperation between the civilian and military personnel that has masked the EME history.

Preferring once again to have contact with the troops, the Colonel-Commandant met with the military team leaders (Cpl's and MCpl's) who described their responsibilities and who later introduced their members and occupations. He was extremely impressed with the quality of the presentations. Among them, Cpl Coulombe's expose, which related the modifications made to the new M113A3 vehicle.

After the morning activities, all gathered for lunch at the combined Mess. Several guests were in attendance; among them, Mrs G. Stethem, the wife of the late LCol A. Stethem, 202 WD second Commanding Officer, and Col (Ret.) Nault, a former Commanding Officer. The meal was followed with presentations. Mrs Stethem donated a check of \$3000.00, which shall be used to preserve the artefacts and memorabilia of the EME Branch Heritage Project

After his visit of 202 WD, the Colonel Commandant went to 3 CSG and to 25 CFSD where he had the chance to meet others EME members. He was also happily surprised to see several retired Branch members who are still very active as civilian employees.



Col (Ret'd) Nault, Mrs. Stethem, Col Johnston, Col Giguère and CWO Rioux with a variety of presentations.

Before his departure, Colonel Johnston was able to witness that both the esprit-de-corps and the pride of belonging to the EME Branch are still present here in the Montreal region. We would like to thank him for his generosity and constant efforts in maintaining our traditions. Thank you. Arte and Marte



## EX ROBUST RAM

By: Lt J.G. Coleman, 15 Svc Bn, Edmonton

**E**x ROBUST RAM was a combined arms concentration of three weeks duration covering the period of 01- 25 Apr in CFB Suffield. All units of 1 CMBG were to participate in certain phases of the Ex. The aim of the exercise was to conduct live fire combat team drills with LAV III and Leo C2 employing TCCCS. Unlike the EX in November, the entire Bn was to deploy in support of the Bde. In November, an FSG of approximately 80 pers deployed to support Ex MOBILE RAM, which had now swelled upwards of 280 pers to support the Bde. Needless to say, we did not find ourselves quite as busy on this Ex; so as not to miss an opportunity for adventure, some pre-deployment drills and trg was conducted for those pers scheduled to deploy on Op PALLADIUM Roto 11. Maint Coy conducted trg in 84mm, C6, C7, C9, M67 grenade, M72 and navigation. We also utilized the extra time to allow our QL4 techs an opportunity to train on different vehicles including the Leopard ARV. As you can see in the photo, this is what transpires when a tech gets a chance to go off to the LdSH (RC) boys how to repair their ARV for the fourth time. However I'm not sure if it's the fact that they get to embarrass them again, or if it is just a chance to go "Bja-ing" in the ARV.

As has become the norm in Maint Coy with so many people filling "Acting" roles, Capt Kevin Wright found himself appointed as A/OC Maint for the EX, as the rightful OC, Maj Hamilton was appointed A/DCO for the Bn and DCO for Roto 11. EMAS as part of Maint Coy on EX ROBUST RAM did thirty major components issues. Issuing parts as diverse as M113 APC engines and transmissions, Leopard and LAV III power packs. EMAS also maintained the ordering of SPSS for 2 PPCLI Winnipeg and 1 RCHA Shilo as they had problems with their stock



being redirected to their home Bases. Vehicle and Artisan Platoons completed some 40 RRRs with five recovery tasks perhaps proving to be most interesting. The Maint PI of 1 RCHA still owes us a couple cases of beer as we recovered both their CO's Bison and their M578 that had gotten stuck while trying to complete a recovery on their own. We also recovered a Lincoln 'Navigator' SUV from 1 CMBG HQ & Sigs Sqn. The name "Navigator" being applied in its loosest sense! Overall, the Ex was a great success as Maint Coy was able to conduct some valuable training while keeping all the Bde Units mobile and on the road.

Arte et Marte

---

## EDUCATION BURSARY/SCHOLARSHIP

The intent of this benefit is to provide financial support to Fund members or their dependants to assist in the completion of all Post Secondary Education. For 2002, the EME Branch Fund may award up to four Scholarships and four Bursaries in the amount of \$500.00 for the first year of academic post-secondary study. The amount awarded may be adjusted in subsequent years based upon revenue generated to the fund. All members of The EME Br Fund are eligible to apply. The annual competition winners will be announced annually in the first edition of the EME Journal. Applications are to be made in writing directly to the Fund Manager. In order to be considered, the application should include:

- a. the post-secondary institution that the applicant is attending or has been accepted to attend, and the field of study; and
- b. a brief description of the achievements, merits and financial needs of the candidate.

Bursary recipients will be chosen on the basis of scholastic ability, economic need, and all-round achievement. Scholarship recipients shall be chosen on the basis of scholastic ability and all-round achievement.

The annual cut-off date for all applications is 30 June.. Academic results as at 1 Feb are required.

### EDUCATION BURSARY/SCHOLARSHIP

Editors note: The Br Fund Manager has received eighteen applications for consideration to this benefit. Winners shall be notified by Aug/Sept 02 and announced in Issue # 1, 2003 of the Journal.

## EME AND THE SNOWBIRDS

By: MCpl DC Barcier, 431 Air Demonstration Squadron

**T**he City of Moose Jaw is in the middle of the wheat belt of the sprawling Canadian prairies, and is the home of the famous Snowbird Air Demonstration Squadron.

Although there have been rumors of the Snowbirds being disbanded, the Sqn continues about their mission as usual. To ensure the Snow Birds carry on with their mandate, a large number of support vehicles are required. These equipments are maintained through the efforts of the lone EME 411 tech posted to the Sqn. These include Mules (D-6's), crew cabs, pickups, vans, and even an ATV. Without this equipment being operational, the Snowbirds would have a difficult time getting their aircraft from inside the hangar to the flight line. Here at EME support cell, we take some of the credit for their operational success.

Due to the fact that there is only one vehicle tech to look after the fleet, he is kept hopping through a multitude of taskings, which would normally be undertaken by all ranks on an operational base. This involves inputting all new vehicles into Plan Expert, creating task sheets, keeping track of repairs and eventually sending reports to Ottawa. Inspecting and repairing equipment, and acting as "spare parts" and "control office" keeps him flip flopping back and forth between greasy (blue) coveralls and a clean (green) uniform.

431 Sqn currently has him tucked into a one bay segment within 7 hangar, which recently was the recipient of a brand new vehicle hoist. Ah! The perks. He shares this hangar with the ACS techs and a reserve AVS tech. Although the 411 MCpl isn't qualified to work on AMSE equipment, the AVS tech is, and frequently calls upon EME to help out whenever required. This also works vice versa.

The only vehicle tech in 431 Sqn, and in 15 Wing Moose Jaw also has the added responsibility for the rest of the Wing's



MCpl Barcier replacing the alternator on a D-6 Towing Tractor.

military vehicles. CE, TIS, MP's, ATC, and the Base Hospital have a number of vehicles requiring regular maintenance.

Even though the Army and the Air Force have a reputation of friendly quarrelling and trying to out do each other, there is a true sense of feeling like part of the team in 431 Sqn. All the technicians here, regardless of trade, know that the mission is to keep the Snowbirds flying. The presence of EME in The Squadron may be small, but without it, the Squadron would not be complete. Arte et Marte

---

## REFURBISHING OF THE EME MONUMENT - CFB VALCARTIER

**I**n other EME news, the 5 Ton Wrecker that had been serving as a commemorative monument in CFB Valcartier since May 1994 was recently refurbished. Originally in service from 1956 to 1993, it was installed in front of the home station (building 324) as a reminder of our proud heritage. The harsh Quebec winters rapidly took their toll and the Wrecker soon became in dire need of repairs, not to mention TCCCS standardization.

It was the combined efforts of technicians from both St-Hubert and Valcartier that made this piece of heritage look like new. We take this opportunity to recognize the civilian and soldier technicians that were involved in this endeavor.

### St-Hubert

Sgt Georges  
Cpl Lantin  
M. Dagenais  
M. Gauthier

### Valcartier

Art/Cft Price  
Cpl Trudel  
M. Pelletier  
M. Médina  
M. Tanguay



The EME Commemorative 5 Ton Wrecker - CFB Valcartier



## MEDITATION 2002

By: Helen Chisholm (used during the Sunday, June 9, 2002 Service at the RCEME Memorial Gates in CFB Kingston as part of the 24th Annual RCEME Association Reunion.)

*Background by Colonel Murray Johnston, EME Colonel Commandant. As part of the RCEME Association's annual reunion, there is a memorial service held at the RCEME Gates. This year, the day for the service was beautiful - very appropriate for the Gates, which looked like new having just been completely refurbished. As part of the service, wreaths are laid in memory of fallen comrades, families etc., CPSMs were presented to several members and Helen Chisholm, the wife of the Association's padre, MWO (Ret'd) the Reverend Don Chisholm, spoke for a few minutes bringing a spouses perspective to the service. Her timely comments captured the current mood of Post 9/11, the contribution of Canadian Servicemen and women to the war on terrorism, and most importantly, the contribution of families in support of all this.*



**T**he world has changed greatly in many ways since we met last year. Our world has been jolted out of its complacency and sense of security. Because of the acts of terrorism that happened in our part of the world, it seems that all of a sudden people are looking at the military with a different realization of its importance to our well-being. Even some of us.

Some of us here were spouses during World War II when that terror gripped the world. Some of us were spouses during the Korean Conflict, Vietnam, or Desert Storm. Some of us were spouses during UN Peacekeeping tours or NATO tours in Bosnia or Kosovo. Some may have a spouse involved in the fight against terrorism in Afghanistan. Some of us may have sons or daughters, grandsons or granddaughters, involved in any of these areas. So we are very familiar with what it means to have a loved one in a dangerous part of the world, and we never forget that feeling.

Sgt Marc Leger, one of the four young men recently killed in Afghanistan, as a teenager, worked in the local grocery store when I lived in Lancaster. When I watched the TV coverage of his funeral, with familiar faces involved in the service, I was struck by the strength and love of his wife, Marly. To me, she typified the

embodiment of a person who chooses to be a military spouse; strong, resilient, capable, tough, independent, just as all of us had to be.

As we listened, with new awareness to the scripture passage about laying down your life for a friend, we realize anew that this is what the military does. Certainly we all hope that they will never have to, but they are prepared to do it the members of the military are a special segment of our society.

Awhile back, I cut out of the newspaper a provocative piece written by a padre with the U.S. Marine Corps, Father Denis Edward O'Brien.

"It is the soldier, not the reporter,  
Who has given us freedom of the press.  
It is the soldier, not the poet,  
Who has given us the freedom of speech.  
It is the soldier, not the campus organizer,  
Who has given us the freedom to demonstrate.  
It is the soldier, who salutes the flag,  
Who serves beneath the flag,  
and whose coffin is draped by the flag,  
Who allows the protestor to burn the flag."

That soldier is our spouse, our mother or father, sister or brother, son or daughter, grandson or granddaughter or friend. The truth of this poem was brought home to me when I watched the TV coverage of the four coffins, with the flags draped over them, coming back from Afghanistan they were our soldiers.

As we remember, and in spite of all of our moves, the absences for exercises, schemes or courses, UN or NATO postings, the worry, the loneliness, the uncertainty, the day to day work, attending school meetings or sporting activities alone, the total misunderstanding and lack of support of military life by the government and civilians. We are here because we love our spouses, we believe in the life they chose, we are proud of them for their sacrifices, their devotion to duty, their unselfish contribution of their lives to try to make our world a safer and a free place for us all. As a member of the RCEME Family from the unique position of daughter, daughter-in-law, and spouse, I want to express my own gratitude and I'm sure the gratitude of all the RCEME Family members here, to all of you members of the RCEME Corps past and present. Thank you for your lives of service to Canada and all humanity. Thank you for your love, your friendship and your camaraderie over all these years.

---

## ORDER OF MILITARY MERIT

**C**ongratulations go out to three members of the EME Branch who have recently been given the honour of becoming our newest members to the Order of Military Merit at a ceremony conducted at Rideau Hall. The Order of Military Merit was instituted 1 July 1972 as a means of recognizing conspicuous merit and exceptional service by members of the Canadian Forces, both regular and reserve. Since then, seventy-nine members of the EME Branch have been invested with this honour. On behalf of the Branch, congratulations are extended to all.

Left to Right: Capt A. Noseworthy, M.M.M., C.D., Col P.J. Holt O.M.M., C.D., Col I.C. Poulter O.M.M., C.D.



## **NEW TOOLS: NEW MAINTENANCE TECHNIQUES**

By: Sgt Daniel David, Maintenance Platoon, 1 R22<sup>nd</sup> R

**T**he introduction of new technology means that vehicles are now fitted with increasingly sophisticated equipment. Today's users expect reliability, and EME technicians have been provided with new tools and new techniques to carry out their maintenance tasks to achieve that level of reliability. Not so long ago, vehicle technicians (VEH TECH 411) used a Simpson analog multimeter (which came in a brown leather case) to detect electrical problems. Nowadays, with vehicles such as the Coyote and the LAV III, everything is different. Not only is the technology different, but so are the problems, and electronic instruments and computers are now used to do the work. Here are a few examples of new developments to date.

Consider, for instance, the vehicle technician who has to close an injector on the 6V53 engine of the M113. In the old days, the technician would do this manually using a large screwdriver, often under very cramped conditions, and end up covered in engine oil. Today, to do the same job on a LAV III, the technician uses a laptop computer and special software to pinpoint the trouble. He simply needs to press a function key on the computer to close the injectors one by one, without spilling a single drop of oil. The same computer is used to identify the error codes generated by the engine as well as the snags associated with the Allison transmission and the ABS braking system.

Our friends the weapons technicians (WPN TECH 421) have also seen their job made easier with the advent of the Coyote and LAV III, and now have modern tools at their disposal. For example; to carry out preventive maintenance on the guns, they used to have to measure the inside of the barrel with tools that they had to adjust manually, using two graduated wooden rods to reach some of the deeper internal parts. They do the work today with an electronic measuring instrument, the BG-10, which provides a much more accurate measurement and is much simpler to use.

The new tools have also made the lives of our fire control systems technicians (FCS TECH 434) much less complicated. Before the introduction of the portable first line tester (CTS), a very practical tool to spot major electrical problems on the Coyote and LAV III vehicles, the technicians had to rely on the schematics of the electrical system found in the maintenance manuals.

Materials technicians (MAT TECH 441), on the other hand, must take certain precautions before they touch the hull of the vehicles with their electrodes. They must first disconnect the

battery and some of the electronic components beforehand, because failure to do so would cause damage to those components.



MCpl Jean Falardeau, LAV III maintenance NCM with C Coy, 1R22<sup>nd</sup> R, is using the laptop computer diagnostic tool to identify an injector problem on the Caterpillar engine of the LAV III.

The evidence is clear: EME technicians have had to deal with many major technological changes in the way they do their job in recent years, both in terms of tools and practices. Yet, while it is certainly true that new computers, applications and electronic instruments have made their work easier, the fact remains that sound judgement and basic skills remain the bedrock of sound problem-solving skills.

Thanks to the outstanding upgrading training provided by CFSEME, to their constant efforts to perfect their skills, and to their professionalism, our technicians stand ready for any new challenge the future will certainly bring!

Through Skill and Combat

---

## **EME DAY IN BOSNIA**

By: Cpl Alain Michaud, VEH TECH, Roto X, VK Maint Pl, Bosnia

**T**he traditional EME Day took place on 15 May 2002. We had a fabulous celebration with VK maintenance personnel. Among the participants were VK Maint Pl members, Atco Frontec employees, local personnel, and C Coy, NCE and Helicopter Detachment members. The activities began around 0800 hrs and ran until 1630 hrs. They included baby-foot, phantom volley-ball and horseshoe competitions, as well as Jeep races and the must-see dunk tank in which LCol Beauchemin, our Commanding Officer, CWO Richard, RSM, and MWO Landry, our CSM, took turns soaking. CWO Richard

showed his good sense of humour by sporting a wig for the occasion. During the barbecue, Colonel Hainse, CO TFBH, stopped by to say a few words before attending the cake cutting. The mechanics deserve special mention for their Itis transformation exercise, which produced sensational results and surprised many a spectator. In short, it was a magnificent day, which, I believe, was greatly enjoyed by all who took part in it. We would like to thank Sgt Tremblay and his team, who gave freely of their time to make the festivities a success, and we hope to see you all next year..



## CELEBRATING 1st BIRTHDAY OF 5 GS Bn

By: Capt Martin Demange, 5 GS Bn

The 10th of May from now on, will always be an important date for the members of 5 General Support Battalion (5 GS Bn); since this date marks the anniversary of the creation of this young Unit. In order to officially celebrate the event, a parade was conducted in the afternoon of the 10th of May on the Cadet Camp parade square at ASU Valcartier. This ceremony brought together, under the auspices of the Presiding Officer Colonel Camil Giguere, CD, CO of 202 Workshop Depot, all members of the Unit both civilian and military. The event also allowed the Unit to welcome back members who were recently deployed on OP PALLADIUM Roto 9. At the end of the parade, a celebratory wine was served and the evening saw both members and guests participate in a casual celebratory dinner.



This day was; however, more than just a Unit birthday. It was also the recognition of the immense amounts of hard work, which led to the creation of 5 GS Bn. Recall that 5 GS Bn was created out of the former Materiel Support, which was part of 5 ASG. The creation of 5 GS Bn actually brought LFQA up to date and in line with the Combat Service Support (CSS) concept active in the CF. 5 GS Bn is now mandated with providing general support (GS), whereas 5 Service Battalion is mandated with providing close support (CS) to 5 CMBG.

5 GS Bn is an operational unit whose mandate is to furnish general support to LFQA as a whole, both in operations and in garrison. The general support offered is primarily divided into three major categories: transport and movement by Transport and Movement Company, supply needs are furnished by Supply Company and maintenance is provided by 5 Field Workshop. Battalion headquarters is located in Valcartier whereas Unit personnel from all three companies are located in the three LFQA ASGs; Valcartier, Montreal and St-Jean. 5 GS Bn has a strength of 503 military and civilian personnel.

5 GS Bn has taken its first steps and the future is very bright indeed. In the first year of the Unit's existence, it has been heavily taxed and has had to quickly make its mark and become recognized by LFQA and the various Units it supports. As such, the Battalion has successfully addressed all of the initial challenges in its first year. One of the operations in which the Battalion played a key role over the past year was OP

QUADRILLE (Summit of the Americas), wherein a mobile decontamination platoon and all of the necessary qualified personnel were furnished. The battalion was also heavily implicated in the implementation of the IRIS system and the deployment of personnel and vehicles for OP PALLADIUM Rotos 9 and 10, as well as the Cloth the Soldier project. Numerous members of the Battalion are also presently participating in OP PALLADIUM Roto 10.



Of course, one must always remember to "give unto Caesar that which is Caesar's" and remember; that nothing in this outstanding first year would have been possible, without the devotion and professionalism of its members, both military and civilian. They were always ready to do their utmost in time, in need and in effort in order to provide exceptional services to the Area. Thus, we wish 5 General Support Battalion and its members, our congratulations and wishes for a long and healthy life.



## ROAD TO A NATIONAL TEAM

By: Maj B.B. Barteaux, DGLEPM/DSSPM 5

I am a proud member of the EME Branch and have had the privilege to serve beside some fine professionals in a variety of countries and employment. I also have been fortunate to work on navy and air bases as well as army units and formations. While my tenure has provided many professional challenges, I am sure that each of us has many "war stories" that could entertain and instruct in any volume of the EME Journal. However, I have been asked to provide a personal perspective on another side of my life.

Those who know me will likely surmise that I might launch into something in which running is involved. If so, I will not disappoint you. Allow me to bring my experience and how my army training has enabled me to enjoy some degree of success as a runner.

I consider myself an athlete and have been active all my life, keeping fit and enjoying a variety of sports. However, I have been much aware that I have been blessed with a God given natural ability for running. With this potential, I also had an interest in distance and endurance activities. While in school, I was into distance biking before the days when cycling was cool and a popular leisure and fitness past time. I also ran before the "Participation" campaign gained hold. A time when we Canadians were challenged to get out there and do something, so as not to be shamed by the fictional 40-year old Swede. While running in my rural community, I was sometimes offered a ride by well-meaning passers in their motor vehicles.

I attended the Royal Military College and can remember being quite surprised that I was in better shape than most, as I had conjured a vision of an institution full of super jocks. Winning the recruit obstacle race certainly pleased me. I participated in a number of sports before becoming a member of the College wrestling team. I found it to be a fantastic overall workout requiring a high level of fitness, strength, agility and flexibility as well as endurance. I continued to run off nights and off-season to keep in shape. Once I graduated, I realized that wrestling is not a sport that one could pursue easily outside the university sports circuit.

I had put a high priority on fitness and didn't want to allow it to slip, as I had noted in some folks as they aged. I really enjoy running. It was something in which I have a reasonable talent, plus it is recognized as a good cardio vascular activity. Its portability and minimal facilities requirement were further positive factors. I adopted running as my main fitness activity. The challenge of completing a marathon appealed to me. I had set an arbitrary time of 3 hr for my first marathon (40km). 2:59:56 was the reward of my preparation and determination. I was, as they say, bitten by the bug - the running one.

I continued to run various races, complete marathons and become involved in the CF running program. During my time in Lahr, I was intrigued by a race in Biel, Switzerland; a short drive down the Autobahn. There were both open run and a military team event. While I was interested in that aspect, I was unable to recruit a partner who would be willing to run 100 km. I entered the open part of the race and was pleased to finish ahead of many people than were ahead of me. I remember in a moment of weakness (truth?) shortly after the end of this run, when I made an idle comment to my wife; "If I ever consider doing something foolish like this again, then shoot me." Well, not too many hours later, as we strolled through town (my wife pleased that for once she didn't

have to keep after me about walking too fast), I observed that since my finish would make me a seeded runner, that I could probably do even better the next year. Fortunately, Bonnie, my wife, didn't carry out my request, but I believe that she did offer a few words of admonishment. Unfortunately, the following year I was posted back to Canada and our plans did not allow me the challenge. However, the seed had been planted and it was rooted well.

Things progressed with my running and I focussed mainly on the marathon distance, achieving a 2:40:16 best at that distance. I ran a 50 km trail race (I'd run flatter cross country courses), placing second to National ultra team members. The seed was watered.

I realized that my ability to run was something that had been given to me by God. I wanted to use it to benefit others, a way that I could give a bit back for all that I enjoyed. I selected the fight against cancer as my goal. Many folks suffer through the physical challenges and pain of living with this dreaded disease. My dad had recently been diagnosed with cancer. I felt that running was something that I could do to fight back. Perhaps the advances made in detection and treatment would mean that in the future, having the disease would not be a death sentence. I hoped that an extraordinary effort by me might have the effect of receiving support from a wider number of donors. At the same time as raising funds, I wanted to increase the awareness of cancer victims and let them know that someone out there does care. I was living in Greenwood, Nova Scotia at the time and my 1988 "Run the Valley" was 160 km (100 miles) from Hantsport to Digby. The following year, after my mother-in-law succumbed to cancer, my ardour hadn't changed, but I toned down the distance to 100 km from New Minas to Annapolis Royal, my hometown. I was fortunate to meet Betty Fox (Terry's Mom) who presented me a biography of her son.

I took a bit of a break when I was posted away from Nova Scotia. However, when I moved back to Halifax, I resumed my ultra runs for cancer research. The past three years I have run the 110 km route from Halifax to Lunenburg, along the beautiful South Shore. My wife has partnered with me by collecting pledges and cycling the whole way by my side. The Sept 2001 run raised over \$3100, which placed me the 4<sup>th</sup> highest fundraiser in the province. It was a picture taken during that run that showed up on the DND poster honouring volunteers in the UN declared "Year of the Volunteer".

Posted back to NDHQ in the fall of 2001, I decided that as my biological clock ticked, I had better try to make the National team rather than having the thought that I "might have made it but never tried". Well, the plant has prospered. I was able to achieve a fast enough time for 100 km (the international distance) to be selected to represent Canada in the World Championship. I had a few tune-up races, which included the Greater Toronto Ultra Race (GTUR). The GTUR was the 2002 Ontario 100 km Championship. I won this race in 8:11:25 which was another 17 mins off my previous best time. To say that I am excited about the opportunity to race for Canada in Belgium is an understatement. Another recent honour was presented at the NDHQ Sports Award luncheon where I was awarded the NDHQ Male Athlete for 2001.

I can see many similarities to my running success and my military training. The EME Branch certainly has a fine record





of achievement of preparation of its members to handle a wide range of challenges. Soldiers are expected and encouraged to gain and keep a high level of fitness. The setting of goals is a necessary part of the plan to achieving worthwhile endeavours. Certainly the maintenance of the aim or perseverance is not a foreign concept to military members. A good physical outlet is recognized as a healthy way to deal with stress, which we find in large quantity in today's Armed Forces. But what keeps me ticking besides a highly developed sense of determination? The Lord's promise in Isaiah 40:31, "For they that wait upon the Lord will

renew their strength, they will mount up with wings like eagles. They shall run and not be weary and they will walk and not faint."

So, if I can offer some encouragement, don't be afraid to dream, to set goals and to strive to fulfill them. That's what keeps us vibrant and young. Arte et Marte!

---

## EME DAY 2002

By: Art Gauthier, 5 Bn S

This year, the anniversary of the Electrical and Mechanical Engineer Branch was celebrated on the cold windy day of 17th May. With over 300 members of the EME Branch in the Quebec sector present, this commemorative event commenced with a parade presided by BGen Caron, GCmdt SQFT. On this occasion, BGen Caron presented certificates of merit to four recipients in recognition of their remarkable contribution and active involvement in the military: Cpl Drouin of 12 RBC, MCpl Northrop of 3R22R, MCpl Rouette of 35th Brigade Group, and the Maintenance Company of 5 Bn S represented by Capt Jagura. MCpl Rouette was also presented a plaque with honorable mention that distinguished him as the overall winner. Following the presentation of the awards of merit, the youngest artisan of the Branch, Artisan Bégin, was invited to cut a commemorative EME cake with CWO Jutras, Col Grondin, Col Barabé and BGen Caron. A variety of activities and tournaments, accompanied by chilly breezes and a brief drizzle of rain, were held throughout the day. The main site was located beside the baseball fields and base arena. Apart from the traditional sports played, a Car & Motorcycle Show allowed collectors amongst us to showoff their toys and stir up the envy of others. The horseshoe, baseball, and volleyball tournaments took place on the fields of the main site and were won by our guests from Bagotville, 5 Bn S and CI SQFT respectively. The ball hockey tournament, won by 5 RGC, was held at the base gym.



LCol Cousineau, Cmdt of 5 GS Bn, is presenting the trophy to the members of Maint Coy, winners of the softball competition.

Without a doubt, the most prominent activity of the day was the « Épreuve d'habileté ». As a true test of skill, originality, and imagination, the « Épreuve d'habileté » was designed to stimulate both the spirit and creative energy of MOC 400. Teams of various units were challenged to demonstrate their handyman skills through the construction of an egg-launcher that allows its team members to each successfully catch three eggs from a distance (and oh yes - there were flops, let me tell you...) and it is in speculation that certain members or ex-members of the CRDV may have discovered a method of low cost transport to the moon. Simply put: if you want something that works, come see the techs of MOC 400. You will not be disappointed. Having been provided with a dozen eggs, the team finishing with the most un-cracked eggs in the least amount of time wins the event. Throughout the day, numerous concepts of catapults were conceived and we watched as prototypes were endlessly elaborated and tested. After the preliminary round of matches, the competition was vastly narrowed down to a gruesome final round between 3R22R, 12 RBC, and 5 Bn S with the latter being the winner of the event.

The award for the best overall team, tabulated from the results of all events combined, was presented to 5 BON SG. During EME day's closing ceremony, the raffle for a DVD player and a random draw of names offered numerous prizes to be won by those who had stayed until the end. With a BBQ of hotdogs and hamburgers throughout the day, members of the Branch had an opportunity to chat, socialize, and make new acquaintances. EME day allows new and old members alike to meet and strengthen the bond of friendship in a relaxed environment outside of the hustling and bustling of the workplace. It is an opportunity for fellow EME members to catch up with people whom they meet only once a year at this annual traditional event.

Although nature wasn't on our side, the good humour and spiritfull ambiance of EME day was more than enough to make up for the disagreeable temperature. The day's events were a success a success attributed by the remarkable participation and cooperation of the EME Branch members. The techs of MOC 400 have always been characterized by ability and pride. Once again, a message of thanks to all members of the EME Branch. It is more than a pleasure to be working with you.

Arte et Marte

## LOGIC PROBLEM "COLONEL COMMANDANT WORLD TOUR"

Vicki is one of the five technicians that was considered to accompany the Colonel Commandant on his World Tour of EME deployed Units. Each technician has a different rank and comes from different Units across Canada. From the information provided below, determine the first and last name of each selected technician and their rank, their placing obtained in the selection process, and their Unit of origin.

- The five techs considered were Parker, the one who came from 12 RBC, Luc, the WO, and the 3<sup>rd</sup> place;
- The MCpl placed just ahead of the Pte;
- Bouchard placed just before Jean, who placed just before the MCpl (who is not from CFSEME);
- Péloquin placed just before Ralph, who placed just before the one who came from 4 AD Regt;
- Luc is from BEME Comox and April is not from CFB Shilo;
- The 3<sup>rd</sup> place tech is either Sgt White or Pte Parker; and
- The 5<sup>th</sup> place tech is either White or Parker.

Use this chart to record your information and deduce different clues. Use an 'X' for no and a '?' for yes. The information from the fifth statement has been inserted to get you started. Other deductions should flow from this information. Good Luck!

*The small print: All names and ranks are totally FICTIONAL. The scenario is also FICTIONAL and was developed entirely for the sole amusement of the readers of the EME Journal and with the approval of the Colonel Commandant, Col Murray Johnston.*

		First Name / Prénom					Last Name / Nom					Rank / Rang					Unit of Origin / Unité d'origine				
		April	Jean	Luc	Ralph	Vicki	Parker	White	Péloquin	Bouchard	Philips	MCpl	Sgt	Cpl	Pte	WO	BEME Comox	CFB Shilo	CFSEME	12 RBC	4 AD Regt
Placing / Classement	Selected (1 <sup>st</sup> )																				
	2 <sup>nd</sup>																				
	3 <sup>rd</sup>																				
	4 <sup>th</sup>																				
	5 <sup>th</sup>																				
Unit of Origin / Unité d'origine	BEME Comox	X	X	●	X	X															
	CFB Shilo	X		X																	
	CFSEME			X																	
	12 RBC			X																	
	4 AD Regt			X																	
Rank / Rang	MCpl																				
	Sgt																				
	Cpl																				
	Pte																				
	WO																				
Last Name / Nom	Parker																				
	White																				
	Péloquin																				
	Bouchard																				
	Philips																				

Answers shall be published in Issue # 1, 2003  
EME Journal. Should you wish, persons may  
submit their answers to the EME Br Adj't's office

## EME BRANCH (AREA) REPS

POSITION	NAME	POSITION	NAME
NCR	CWO I.D.A. Vass	LFWA	WO. R.E. Smith
AIRCOM	CWO T. Rumbolt	LFQA	Maj D.J.M. Janelle
LFCA	Cpl M.P. Bidal	LFAA	Capt J.M. Charest
EME (A) PRESIDENT	Maj (Retd) G. McCulloch	CFSEME	CWO A.C. Dalcourt
RCEME (A) PRESIDENT	CWO (Retd) A.E. Rest		



## EME BRANCH MERIT AWARD 2002

By: Capt Sheikh and Capt Jennings (SO EME)

**E**ME Branch Regional Award's Program in addition to the Branch Advisor's Merit Award (National Award) are a means of providing increased recognition to members of the Branch. The Branch Secretariat initiates the program annually. The EME Branch Regional Awards are presented annually in recognition of a significant and outstanding contribution to the EME Branch within each of the seven Regions. They may be awarded to a deserving military member of the EME Branch, to an associated civilian employee of the Branch or to a unit or sub-unit within the Branch. The aim of these awards is to recognize EME Branch personnel for their excellence in one or more of the four Branch areas of expertise, which are leadership, operational expertise, technical competence, and process and resource management skills.

The award recognizes:

Achievement or performance that is outstanding in nature and which has contributed significantly to any aspect of EME Branch activities (may result from a unique occurrence); or  
Outstanding performance that is not adequately recognized by any other incentive awards.

There are 7 Regions established for this award. The senior EME Officer in each of the Regions is ultimately responsible for the management and conduct of the Regional Awards Program. The winners for this year's Regional Awards were:

LFAA - No entry;  
SQFT - MCpl Normand Rouette;  
LFCA - Sgt Barry Westholm;  
LFWA - 1 General Support Battalion Field Workshop;  
CFRETS / CFSEME - Sgt Darren Read;  
Air Command and Maritime Command - Cpl David Urquhart; and  
NCR, 202 WD and Northern Region - CWO Dave Howatt

These Regional winners were awarded a framed certificate at EME Day 2002 in their respected regions and were also presented a cheque for \$200 by the Branch Advisor at Ex Bluebell 2002.

The 7 Regional Award winners were eligible for the Branch Advisors Merit Award (National Award). A board chaired by the Branch Advisor consisting of all Occupational and their Assistant Advisors merit the 7 Regional Award narratives to derive to one National winner.

This years national winner is: MCpl Normand Rouette, who was awarded the Branch Advisor's Merit Award consisting of a Branch Plaque and \$500 at Ex Bluebell.



---

## THE EME ASSOCIATION (EME A) CORNER

By: Maj (Ret'd) Gordon McCulloch; Pres EME A

**G**reetings from the EME Association! Our Association (it is ours as all EME personnel are welcomed as members) has been working to make a difference in several areas of the EME Branch.

EMEA has been vocal from outside the Forces to highlight the need for additional "*skilled trades*" in the Regular and Reserve Force. Both are at dangerously low levels. Junior leadership is also very scarce. Recruitment has picked up but now training delays and retention are preventing any significant progress.

Reserve training of skilled trades is still a fundamental problem. Realistically, a Reserve tradesperson could not leave a civilian position for the (months) required to complete a "trades" course. Colleges, either on campus or electronically, may help to solve this need.

As an association of retired EME members and numerous serving EME personnel (Regular and Reserve), we take an active role in helping preserve our EME and military heritage. The museum at Camp Borden and the new Canadian

War Museum in Ottawa are ongoing examples. The Association provides monetary funding support to these museums. In addition, some members of the National Capital chapter have undertaken the refurbishment of a CANAM motorcycle and a 25 Pounder gun for the Canadian War Museum (see adjoining article).

Your Association is an active member of the Canadian Defence Association (CDA). EMEA supports CDA and disseminates the information that is received. Our objective is to lobby the government to properly fund and structure the Forces to enable them to fulfill their assigned roles. EMEA has a program to recognize the best craftsman in each reserve unit each year. Units are asked to submit names so that the Association can issue a certificate and a small gift.

Lastly the Association brings men and women together to continue the camaraderie of our EME background. The EMEA enthusiastically welcomes all ranks to join with us to celebrate our past and to try influence the future of EME.

## THE ARCTIC: UNFAMILIAR TERRITORY?

By: Capt (Ret'd) Laurent LeMay, Maintenance Officer, 12 RBC 1980-1981

It was mostly by learning from difficulties encountered by other units' EME members that 12 RBC EME technicians acquired the technical know-how and mobilization capability to fully participate in preparations for Exercise Sovereign Viking 8101.



M557, Lynx and M113 in the Arctic 45 days into the exercise.

Their efforts have not been in vain. More than 800 km of rocky terrain were crossed on Melville Island, north of the 80th parallel. At the time, that was quite a feat. Indeed, the 60 consecutive days they spent up north marked the first time armoured elements took part in a winter exercise in the Arctic.

The experience also revealed certain weaknesses. Of the 15 tracked vehicles, eight engines and 12 transmissions broke down. What caused these problems? The fact that the engines were kept running 24 hours a day, the excessive load put on power trains in towing disabled vehicles, and the breakage that occurred while moving. The heaters were also sorely tested, as evidenced by the 200 breakdowns, about fifty of which were attributed to the burner plate, and thirty others, to the thermostat.

However there was more worth noting than just the problems. The idea of wrapping the vehicles in a layer of

polyurethane covered in white latex cement proved to be an effective means of reducing heat loss and preventing ice and humidity from forming inside. The temperature in the vehicles remained between 18° and 21°C, and was one of the factors that contributed toward optimizing mobility and reducing troops' fatigue and physical stress.

Surprisingly, there was no trouble with tracks. The connectors were loosened slightly before the departure from Quebec City, and they were tightened again to 45 kPa, 24 hours after arriving in the Arctic. The eight cases of seized-up injectors were likely due to a lack of fuel lubrication. In fact, positive results were observed after the first 15 days of exercise, when isopropanol ceased to be added to the diesel.

Thanks to MCpl Jos Nolin's innovation, the fleet was able to refuel within a half hour by pumping diesel from pre-positioned 45-gallon barrels. The system consisted of a half-horse electric drill powered by a 3-kW gas generator hooked up to a centrifugal pump.

EME team members were as follows: Vehicle Technicians Sgt Aubry, MCpl Nolin, MCpl Nadeau, Cpl Charest, Cpl Pouliot, Cfn Cormier, Cfn Gauvin and Cfn Paquette; Electro-Mechanical Technicians Cfn Rifiade and Cfn Tremblay; Weapons Technician Cfn St-Pierre; and two aides, Cpl Trudel and Tpr Nadeau.

The Arctic makes up a large proportion of Canada's territory. One has to experience the Arctic to understand that it is probably the most exacting and challenging environment on Earth. The isolation and weather conditions make equipment breakages more serious than elsewhere.

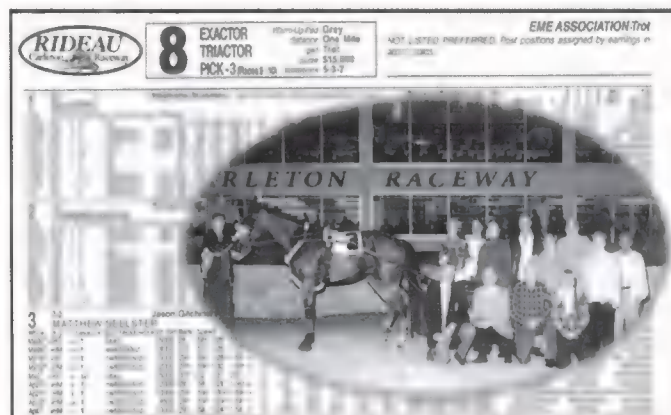
The Rangers, with their snowmobiles, are definitely useful in the Arctic. However, with ever-increasing activity due to the industrialization of natural resource extraction, and the approach of international marine shipping through the Canadian Archipelago, will they be enough?

The marked interest in the Arctic ought to encourage us to maintain the capacity and resources we need to be functional and effective in this region. However, troops cannot be effective without opportunities to practise in realistic conditions. So, are we ready for the Arctic?

Arte and Marte

## THE EME ASSOCIATION TROT

On Thursday June 6, 2002 a small group of the National Chapter of the EME Association spent an enjoyable evening at the Rideau Carleton Raceway to witness the 8<sup>th</sup> race of the program titled "EME Association Trot". The evening organizer, LCol (Ret'd) Brian MacDonald, used his connections to include the EME Association on the evening program. The program included pre-dinner drinks, a buffet dinner, complementary tickets to the race and complementary money for the co-located Casino. There had to be an EME winner for this race. Hence by consensus bets were placed on all horses. In the end Col (Ret'd) Gilles Nappert made the right selection. Present at this memorable evening were LCol (Ret'd) Brian MacDonald and his wife Judy, LCol (Ret'd) Bob Vincent and his wife Joan, LCol (Ret'd) Pat Read and his wife Linda, Col (Ret'd) Gilles Nappert and his wife Suzette, LCol (Ret'd) Stan Katynski (missing from the photo), LCol Kamal Hamid and Capt (Ret'd) Bill Skitteral.





**ELECTRICAL AND  
MECHANICAL ENGINEERING  
GENIE DU  
ELECTRIQUE ET MECANIQUE**



**YELLOW PAGES/PAGES JAUNE**

**ISSUE/NUMÉRO #2 2002**

# PROMOTION/PROMOTIONS

## EME OFFRS GEM – (43)

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
COL	HOLT	PJ	BGEN	14-JUN-02					
LCOL	JESTIN	KR	COL	1-JUL-02	LCOL	KELLY	R	COL	1-JUL-02
MAJ	CARRIER	D	LCOL	1-DEC-01	MAJ	KENNEDY	S	LCOL	1-DEC-01
MAJ	ENDICOTT	T	LCOL	1-DEC-01					
CAPT	BARRETT	A	MAJ	1-DEC-01	CAPT	HAINES	A	MAJ	1-DEC-01
CAPT	BEAULIEU	C	MAJ	1-DEC-01	CAPT	MCLEAN	S	MAJ	15-MAY-02
CAPT	BERNATCHEZ	F	MAJ	15-MAY-02	CAPT	PARENT	S	MAJ	1-JAN-02
CAPT	BOUCHARD	S	MAJ	15-MAY-02	CAPT	POIRIER	Y	MAJ	1-DEC-01
CAPT	CAMPBELL	S	MAJ	28-JUN-02	CAPT	SALLOUM	G	MAJ	1-JUN-02
CAPT	CORDEAU	J	MAJ	28-JUN-02	CAPT	SIEGRIST	PS	MAJ	1-JUL-02
CAPT	DELAFontaine	E	MAJ	14-JUN-02	CAPT	SMILEY	W	MAJ	1-JAN-02
CAPT	DUFOUR	S	MAJ	1-DEC-01	CAPT	THOMPSON	W	MAJ	1-APR-02
CAPT	ESCOBAR	J	MAJ	1-JAN-02	CAPT	WOUDSTRA	C	MAJ	15-MAR-02
CWO/ADJC	BARKER	P	CAPT	2-JUL-02	LT	FLOYD	DK	CAPT	21-DEC-01
LT	BELANGER	J	CAPT	26-NOV-01	LT	HEEBNER	P	CAPT	3-APR-02
CWO/ADJC	BUTTERWORTH	H	CAPT	2-JUL-02	LT	RAYMOND	Y	CAPT	1-MAY-02
LT	COGSWELL	P	CAPT	16-DEC-01	LT	TREMBLAY	M	CAPT	1-MAY-02
LT	COLE	M	CAPT	16-DEC-01	LT	WOOD	C	CAPT	3-APR-02
2LT/SLT	BÉRUBÉ	M	LT	1-MAY-02	2LT/SLT	LAU	I	LT	1-MAY-02
2LT/SLT	BOLAND	L	LT	1-MAY-02	2LT/SLT	MICHAUD	C	LT	1-MAY-02
2LT/SLT	CHÉNARD	R	LT	1-MAY-02	2LT/SLT	MORRISON	A	LT	1-MAY-02
2LT/SLT	COKER	D	LT	1-MAY-02	2LT/SLT	SCOTT	S	LT	1-MAY-02
2LT/SLT	D'SOUZA		LT	1-MAY-02	2LT/SLT	THÉRIault	C	LT	1-MAY-02
2LT/SLT	HINGWALA	C	LT	1-MAY-02					

## VEH TECH/TEC V – (411)

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
MWO/ADJUM	BRADLEY	S	CWO/ADJUC	26 JUN 02	MWO/ADJUM	CYR	JP	CWO/ADJUC	21 MAY 02
MWO/ADJUM	CORBIN	JM	CWO/ADJUC	26 JUN 02	MWO/ADJUM	MORRIS	F	CWO/ADJUC	26 JUN 02
MWO/ADJUM	COUTURE	C	CWO/ADJUC	15 JUL 02	MWO/ADJUM	THIBault	J	CWO/ADJUC	26 JUN 02
WO/ADJ	BEAUCHAMP	P	MWO/ADJUM	26 JUN 02	WO/ADJ	LEVESQUE	G	MWO/ADJU	26 JUN 02
WO/ADJ	CHENEL	B	MWO/ADJUM	15 JUL 02	WO/ADJ	MACKAY	J	MWO/ADJU	15 JAN 02
WO/ADJ	DOHERTY	S	MWO/ADJUM	26 JUN 02	WO/ADJ	QUIRK	F	MWO/ADJU	14 AUG 02
WO/ADJ	JUTRAS	F	MWO/ADJUM	26 JUN 02					
SGT	BAILEY	T	WO/ADJ	21 AUG 02	SGT	MACHIN	T	WO/ADJ	26 JUN 02
SGT	BENNETT	P	WO/ADJ	26 JUN 02	SGT	MACLEOD	E	WO/ADJ	15 JAN 02
SGT	DESJARDINS	A	WO/ADJ	26 JUN 02	SGT	MORIN	G	WO/ADJ	26 JUN02
SGT	DUGAS	C	WO/ADJ	26 JUN 02	SGT	ODONNELL	D	WO/ADJ	26 JUN 02
SGT	FRASER	J	WO/ADJ	26 JUN 02	SGT	POTVIN	D	WO/ADJ	26 JUN 02
SGT	GAMBLE	H	WO/ADJ	26 JUN 02	SGT	POULIOT	C	WO/ADJ	26 JUN 02
SGT	GAUDET	M	WO/ADJ	26 JUN 02	SGT	PROVENCER	G	WO/ADJ	26 JUN 02
SGT	GAZO	S	WO/ADJ	26 JUN 02	SGT	RADIES	D	WO/ADJ	26 JUN 02
SGT	GUENARD	R	WO/ADJ	14 FEB 02	SGT	SYNNOTT	Y	WO/ADJ	26 JUN 02
SGT	LAVOIE	G	WO/ADJ	26 JUN 02	SGT	TREMBLAY	D	WO/ADJ	26 JUN 02
SGT	LEGGE	A	WO/ADJ	14 AUG 02	SGT	TRUAX	R	WO/ADJ	14 AUG 02
MCPL/CPLC	BOTTOMLEY	N	SGT	26 JUN 02	MCPL/CPLC	KINGSTON	K	SGT	31 JUL 02
MCPL/CPLC	BOUFFARD	S	SGT	15 JUL 02	MCPL/CPLC	KORZENIEWS	S	SGT	26 JUN 02
MCPL/CPLC	CLOSEN	K	SGT	26 JUN 02	MCPL/CPLC	LATOUR	M	SGT	26 JUN 02
MCPL/CPLC	COMEAU	A	SGT	15 JAN 02	MCPL/CPLC	LAVIGUEUR	E	SGT	26 JUN 02
MCPL/CPLC	DEARING	B	SGT	26 JUN 02	MCPL/CPLC	LAVOIE	N	SGT	26 JUN 02
MCPL/CPLC	EVANS	K	SGT	26 JUN 02	MCPL/CPLC	LEFEBVRE	M	SGT	26 JUN 02
MCPL/CPLC	FORGET	M	SGT	14 FEB 02	MCPL/CPLC	LOPES	F	SGT	26 JUN 02
MCPL/CPLC	GIGUERE	S	SGT	26 JUN 02	MCPL/CPLC	MAXWELL	G	SGT	26 JUN 02
MCPL/CPLC	GIRVAN	B	SGT	26 JUN 02	MCPL/CPLC	MCEWAN	R	SGT	26 JUN 02
MCPL/CPLC	HARDING	B	SGT	26 JUN 02	MCPL/CPLC	PARSONS	L	SGT	26 JUN 02
MCPL/CPLC	HERRINGTON	R	SGT	26 JUN 02	MCPL/CPLC	PEAR	W	SGT	26 JUN 02



RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
MCPL/CPLC	PORTER	M	SGT	26 JUN 02	MCPL/CPLC	TELLIER	J	SGT	26 JUN 02
MCPL/CPLC	RABY	M	SGT	26 JUN 02	MCPL/CPLC	TITUS	R	SGT	26 JUN 02
MCPL/CPLC	RINFRET	J	SGT	26 JUN 02	MCPL/CPLC	TREMBLAY	A	SGT	26 JUN 02
MCPL/CPLC	ROBICHAUD	R	SGT	26 JUN 02	MCPL/CPLC	VALLIERES	P	SGT	26 JUN 02
MCPL/CPLC	SNOOK	K	SGT	26 JUN 02	MCPL/CPLC	WALSH	R	SGT	26 JUN 02
MCPL/CPLC	STEWART	J	SGT	26 JUN 02	MCPL/CPLC	WAUGH	RC	SGT	15 JAN 02
MCPL/CPLC	SUTTON	P	SGT	26 JUN 02	MCPL/CPLC	WOODS	P	SGT	26 JUN 02
MCPL/CPLC	TALBOT	S	SGT	26 JUN 02					
CPL	ADAMS	R	MCPL/CPLC	26 JUN 02	CPL	KING	M	MCPL/CPLC	26 JUN 02
CPL	ANDERSON	D	MCPL/CPLC	26 JUN 02	CPL	KLOSE	J	MCPL/CPLC	26 JUN 02
CPL	ANDREWS	D	MCPL/CPLC	26 JUN 02	CPL	LACROIX	D	MCPL/CPLC	26 JUN 02
CPL	ARSENEAULT	M	MCPL/CPLC	26 JUN 02	CPL	LAPOINTE	M	MCPL/CPLC	26 JUN 02
CPL	BABCOCK	A	MCPL/CPLC	26 JUN 02	CPL	LAWSON	P	MCPL/CPLC	26 JUN 02
CPL	BAISLEY	L	MCPL/CPLC	26 JUN 02	CPL	LOGAN	P	MCPL/CPLC	26 JUN 02
CPL	BALAGUER	J	MCPL/CPLC	5 MAY 02	CPL	LORTIE	E	MCPL/CPLC	26 JUN 02
CPL	BARRETT	W	MCPL/CPLC	01 DEC 01	CPL	MACDONALD	F	MCPL/CPLC	7 AUG 02
CPL	BATTYE	J	MCPL/CPLC	26 JUN 02	CPL	MACQUEEN	H	MCPL/CPLC	15 JAN 02
CPL	BEERS	R	MCPL/CPLC	26 JUN 02	CPL	MARTIN	R	MCPL/CPLC	26 JUN 02
CPL	BELANGER	S	MCPL/CPLC	26 JUN 02	CPL	MARTIN	J	MCPL/CPLC	16 OCT 02
CPL	BLACKMORE	J	MCPL/CPLC	26 JUN 02	CPL	MCLEOD	S	MCPL/CPLC	26 JUN 02
CPL	BLACKWELL	J	MCPL/CPLC	26 JUN 02	CPL	MEEK	J	MCPL/CPLC	26 JUN 02
CPL	BOISSONEAULT	M	MCPL/CPLC	26 JUN 02	CPL	MERRILL	D	MCPL/CPLC	26 JAN 02
CPL	BROWN	G	MCPL/CPLC	26 JUN 02	CPL	MILLIE	D	MCPL/CPLC	26 JUN 02
CPL	CAVE	W	MCPL/CPLC	26 JUN 02	CPL	MORISSETTE	S	MCPL/CPLC	26 JUN 02
CPL	CLARK	S	MCPL/CPLC	26 JUN 02	CPL	MOSER	R	MCPL/CPLC	17 APR 02
CPL	COLLIER	J	MCPL/CPLC	27 FEB 02	CPL	NORTHEY	R	MCPL/CPLC	26 JUN 02
CPL	DECLOU	R	MCPL/CPLC	26 JUN 02	CPL	PEARCE	J	MCPL/CPLC	26 JUN 02
CPL	DICKS	L	MCPL/CPLC	26 JUN 02	CPL	PELLETIER	M	MCPL/CPLC	26 JUN 02
CPL	DIONNE	S	MCPL/CPLC	26 JUN 02	CPL	PLSEK	B	MCPL/CPLC	26 JUN 02
CPL	DOBSON	R	MCPL/CPLC	26 JUN 02	CPL	POTVIN	S	MCPL/CPLC	26 JUN 02
CPL	DOBSON	E	MCPL/CPLC	26 JUN 02	CPL	POWER	L	MCPL/CPLC	26 JUN 02
CPL	DONEY	D	MCPL/CPLC	26 JUN 02	CPL	RAYMOND	M	MCPL/CPLC	26 JUN 02
CPL	DOWNNEY	K	MCPL/CPLC	26 JUN 02	CPL	REID	R	MCPL/CPLC	26 JUN 02
CPL	DROUIN	D	MCPL/CPLC	26 JUN 02	CPL	RICHARD	P	MCPL/CPLC	26 JUN 02
CPL	DUBEAU	J	MCPL/CPLC	26 JUN 02	CPL	RODRIGUE	D	MCPL/CPLC	26 JUN 02
CPL	DUFORD	J	MCPL/CPLC	26 JUN 02	CPL	RUSHTON	P	MCPL/CPLC	26 JUN 02
CPL	DUNSTER	K	MCPL/CPLC	26 JUN 02	CPL	SIMARD	M	MCPL/CPLC	26 JUN 02
CPL	FAULKNER	B	MCPL/CPLC	26 JUN 02	CPL	SUZOR	S	MCPL/CPLC	26 JUN 02
CPL	FIELDSEND	S	MCPL/CPLC	26 JUN 02	CPL	THOMAS	J	MCPL/CPLC	26 JUN 02
CPL	FOURNIER	S	MCPL/CPLC	26 JUN 02	CPL	TONER	C	MCPL/CPLC	26 JUN 02
CPL	GAGNON	S	MCPL/CPLC	26 JUN 02	CPL	TOUPIN	R	MCPL/CPLC	14 FEB 02
CPL	GAIGER	B	MCPL/CPLC	17 APR 02	CPL	TRAINOR	D	MCPL/CPLC	26 JUN 02
CPL	GUAY	S	MCPL/CPLC	26 JUN 02	CPL	VON	T	MCPL/CPLC	26 JUN 02
CPL	GUAY	B	MCPL/CPLC	26 JUN 02	CPL	WALKER	P	MCPL/CPLC	21 AUG 02
CPL	HALL	P	MCPL/CPLC	26 JUN 02	CPL	WEBB	S	MCPL/CPLC	26 JUN 02
CPL	HRYSYK	D	MCPL/CPLC	26 JUN 02	CPL	WILLIAMS	M	MCPL/CPLC	26 JUN 02
CPL	HURST	C	MCPL/CPLC	23 OCT 02	CPL	WINSOR	D	MCPL/CPLC	26 JUN 02
CPL	KATCHO	M	MCPL/CPLC	25 SEP 02					

#### WPN TECH/TEC ARMT – (421)

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
WO/ADJ	EASTMAN	E	MWO/ADJUM	26 JUN 02	WO/ADJ	HUGHES	G	MWO/ADJUM	26 JUN 02
SGT	AUBIN	J	WO/ADJ	26 JUN 02	SGT	SMITH	D	WO/ADJ	26 JUN 02
SGT	PROVENCHER	A	WO/ADJ	26 JUN 02	SGT	VARDY	W	WO/ADJ	26 JUN 02
MCPL/CPLC	ALEXANDER	S	SGT	26 JUN 02	MCPL/CPLC	PYE	B	SGT	26 JUN 02
MCPL/CPLC	COMEAU	E	SGT	26 JUN 02	MCPL/CPLC	RICARD	T	SGT	26 JUN 02
MCPL/CPLC	MURANETZ	M	SGT	26 JUN 02	MCPL/CPLC	DAVIS	S	SGT	26 JUN 02
CPL	GOODYEAR	E	MCPL/CPLC	26 JUN 02	CPL	MCARTHUR	D	MCPL/CPLC	26 JUN 02
CPL	GOUR	M	MCPL/CPLC	17 APR 02	CPL	MOHAN	L	MCPL/CPLC	26 JUN 02
CPL	JOHNSON	E	MCPL/CPLC	26 JUN 02	CPL	MORRIS	M	MCPL/CPLC	26 JUN 02
CPL	KNIGHT	K	MCPL/CPLC	26 JUN 02	CPL	SMITH	T	MCPL/CPLC	22 JUL 02
CPL	LEBLANC	D	MCPL/CPLC	26 JUN 02	CPL	WENTZELL	B	MCPL/CPLC	26 JUN 02
CPL	LUSSIER	M	MCPL/CPLC	26 JUN 02	CPL	ZYMA	L	MCPL/CPLC	26 JUN 02

#### FCS TECH/TSCT – (434)

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
WO/ADJ	GAUDET	G	MWO/ADJUM	26 JUN 02	WO/ADJ	LAVOIE	C	MWO/ADJUM	26 JUN 02
WO/ADJ	LAROUCHE	A	MWO/ADJUM	26 JUN 02	WO/ADJ	ROBICHAUD	D	MWO/ADJUM	26 JUN 02

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
SGT	BOUCHER	D	WO/ADJ	26 JUN 02	SGT	PLANTE	D	WO/ADJ	26 JUN 02
SGT	KILTZ	K	WO/ADJ	26 JUN 02	MCPL/CPLC	HEROUX	G	SGT	26 JUN 02
MCPL/CPLC	BERESFORD	A	SGT	26 JUN 02	CPL	HODDER	W	MCPL/CPLC	26 JUN 02
MCPL/CPLC	BROWN	C	SGT	26 JUN 02	CPL	POLLARD	K	MCPL/CPLC	26 JUN 02
CPL	ALLEY	S	MCPL/CPLC	26 JUN 02					
CPL	BAKAAS	K	MCPL/CPLC	26 JUN 02					

#### MAT TECH/TEC MAT – (441)

RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE	RANK/GRADE	NAME/NOM	INIT	TO/À	TOS/PAE
MWO/ADJUM	RAMSAY	F	CWO/ADJUC	26 JUN 02	WO/ADJ	GILSON	E	MWO/ADJUM	26 JUN 02
WO/ADJ	BRANSFIELD	H	MWO/ADJUM	26 JUN 02	SGT	TREPANIER	M	WO/ADJ	26 JUN 02
SGT	BELANGER	J	WO/ADJ	01 AUG 02	MCPL/CPLC	GOGUEN	M	SGT	26 JUN 02
SGT	DESCHAMBAULT	L	WO/ADJ	26 JUN 02	MCPL/CPLC	O'BRIEN	A	SGT	26 JUN 02
MCPL/CPLC	ABRAMS	R	SGT	26 JUN 02	MCPL/CPLC	RILEY	R	SGT	26 JUN 02
MCPL/CPLC	BALSDON	R	SGT	26 JUN 02	CPL	O'SULLIVAN	K	MCPL/CPLC	26 JUN 02
MCPL/CPLC	BOWERS	W	SGT	26 JUN 02	CPL	PIKE	R	MCPL/CPLC	26 JUN 02
MCPL/CPLC	FIRLOTTE	B	SGT	26 JUN 02	CPL	RALPH	A	MCPL/CPLC	26 JUN 02
CPL	CHILDS	W	MCPL/CPLC	01 JAN 02	CPL	THIBODEAU	J	MCPL/CPLC	26 JUN 02
CPL	COLBOURNE	A	MCPL/CPLC	26 JUN 02	CPL	WAKELING	S	MCPL/CPLC	26 JUN 02
CPL	GREENING	H	MCPL/CPLC	26 JUN 02	CPL	WITTY	A	MCPL/CPLC	17 APR 02
CPL	KOCHIE	W	MCPL/CPLC	26 JUN 02					
CPL	LIMOGES	R	MCPL/CPLC	26 JUN 02					
CPL	MARENTETTE	J	MCPL/CPLC	26 JUN 02					
CPL	MCCULLY	M	MCPL/CPLC	26 JUN 02					

#### POSTING

#### EME OFFRS GEM – (43)

RANK/GRADE	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
MAJ	Barteaux	DSSPM	36 CBG	MAJ	McCutcheon	LFDTS DAT	CLS DLR
MAJ	Beaulieu	RMCS, UK	DAVPM	MAJ	McGee	RMC Kingston	LFDTS HQ
MAJ	Bell	CFSEME	RMC	MAJ	McLean	CFB Gagetown	DTC Aberdeen
MAJ	Bernatchez	5E BON SG	DAVPM	MAJ	McLean	LFTEU	CTC HQ
MAJ	Bouchard	CFSEME	5E BN S DU C	MAJ	More	PMO MASIS	DLERM
MAJ	Bower	2 Svc Bn	J4 Log	MAJ	Ohrt	DTC Aberdeen	Kuwait College
MAJ	Brely	U of Rutgers	DLESS	MAJ	Poirier	RMCS, UK	DASPM
MAJ	Campbell	2 Svc Bn	DLERM	MAJ	Regush	J4 Log	DCDS CFEC
MAJ	Cordeau	UNDOF	DSSPM	MAJ	Roberge	DLERM	34e GBC
MAJ	Delafontaine	QG 5e GBMC	202DA	MAJ	Rochon	RMC Kingston	Petawawa
MAJ	Durand	QG SQFT	REME School	MAJ	Smiley	DASPM	CLS DLFS
MAJ	Eddy	REME School	CFB Gagetown	MAJ	St-Pierre	QG 5e GBMC	CFC Toronto
MAJ	Eldaoud	5E BON SG	CFC Toronto	MAJ	Thompson	CFB Borden	CFSEME
MAJ	Eng	CFB Gagetown	TACOM	MAJ	Tremblay	202 WKSP	QG SQFT
MAJ	Fuller	CFSEME	5E BON SG	MAJ	Turgeon	TACOM	CFSEME
MAJ	Fullerton	CLS DLFS	DCDS CFEC	MAJ	Wigg	CFLS Ottawa	DSSPM
MAJ	Janelle	CFB BORDEN	5E BON SG	MAJ	Wood	ADM HR Mil	DGIMO
MAJ	Lemieux	DSSPM	PMO MASIS	MAJ	Woudstra	RMCS, UK	DCDS J2 STI
MAJ	Matson	DLERM	2 Svc Bn				
CAPT	Allaire	5E BON SG	U OF Laval	CAPT	Marsolais	3e R22eR	5E BON SG
CAPT	Altmeyer	U of Montorey	DSSPM	CAPT	McDowell	RCD Petawawa	2 Svc Bn
CAPT	Anderson	JSG Plans	RMC Kingston	CAPT	McKenzie	DASPM	J4 Log
CAPT	Barker	D Mil C	ASU NOR ONT	CAPT	Mills	CFB Edmonton	CFSEME
CAPT	Bergeron	DSVPM	CAS DAR	CAPT	Moyle	2 Svc Bn	DLERM
CAPT	Brulé	J4 Log	Portland State	CAPT	Mumford	2 RCHA	2 GS Bn
CAPT	Cole	1 GS BN	1 PPCLI	CAPT	Mutrey	36 Svc Bn	CFSEME
CAPT	Comeau	CFB Winnipeg	1 CAD HQ	CAPT	Olivier	5E BN S DU C	CFSEME



RANK/GRADE	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
CAPT	Corriveau	51e Bn S du C	QG SQFT	CAPT	Parent	CLS DLR	RMC
CAPT	Davidson	1 Svc Bn	ASU London	CAPT	Pellicano	2 CER	2 Svc Bn
CAPT	Demarinis	CFB Esquimalt	U of Rutgers	CAPT	Piedboeuf	1 CAD	U du Québec
CAPT	Gagnon	5E BON SG	3e R22eR	CAPT	Plante	DRE Valcartier	RMC Kingston
CAPT	Henning	UNDOF	JSG Plans	CAPT	Rabadi	RMC Kingston	JSG Plans
CAPT	Hutchison	DLESS	RMC	CAPT	Robichaud	U of Ottawa	DFSCEPM
CAPT	Koss	1 PPCLI	CFSEME	CAPT	Schoepp	RMCS, UK	DAPM
CAPT	Lafleur	5e RALC	UNDOF	CAPT	St-Denis	DAVPM	UNDOF
CAPT	Landry	CFSEME	LFTEU	CAPT	St-Gelais	CFSEME	U Laval, Québec
CAPT	Laurin	1 Svc Bn	15 Svc Bn	CAPT	Teuwen	RMC Kingston	DAVPM
CAPT	Lavoie	1e R22eR	QG 5e GBMC	CAPT	Tremblay	British Exchange	5e RALC
CAPT	Legacy	DLERM	RMC Kingston	CAPT	Vardy	CFB Gagetown	35 Svc Bn
CAPT	Lindbeck	1 GS BN	LFWA HQ	CAPT	Wood	British Exchange	CFB Esquimalt
CAPT	MacCharles	CFSEME	CFB Borden				
LT	Cairns	2 Svc Bn	RCD Petawawa	LT	Riddell	2 Svc Bn	2 CER
LT	Heebner	2 Svc Bn	2 RCHA	LT	Scott	CFSEME	CFB Bagotville
LT	Raymond	5e Bn S du C	1e R22eR				

#### MAT TECH/TEC MAT – (441)

RANK/GRADE	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
CWO/ADJUC	RAMSAY	2 GS BN	ASU GAGETOWN	CWO/ADJUC	RAMSAY	2 GS BN	ASU GAGETOWN
MWO/ADJUM	GILSON	2 GS BN	CFB/BFC	MWO/ADJUM	GILSON	2 GS BN	CFB/BFC HALIFAX
WO/ADJ	TREPANIER	CFSEME	5 GS BN	WO/ADJ	TREPANIER	CFSEME	5 GS BN
SGT	ABRAMS	3 RCR	8 WG TRENTON	SGT	KILFOYLE	CFB HALIFAX	DGLEPM MTD
SGT	BALSDON	1 CDN FD HOSP	ASU SHILO	SGT	O'BRIEN	1 GS BN	CFSEME
SGT	BELANGER	ASU SHILO	CFSEME	SGT	PIGGOTT	CFSEME	CFB/BFC BORDEN
SGT	BOWERS	2 RCR	CFSEME	SGT	RILEY	CFB/ASU	CFSEME
SGT	FIRLOTTE	2 SVC BN	CTS HQ				
MCPL/CPLC	AUBERTIN	202 WKSP	12 RBC	MCPL/CPLC	MCCULLY	CFB/ASU	2 RCR
MCPL/CPLC	COLBOURNE	4 AD REGT	2 CS PETAWAWA	MCPL/CPLC	O'SULLIVAN	CFB ESQUIMALT	4 WG COLD LAKE
MCPL/CPLC	DAVIS	14 WG	CFSEME	MCPL/CPLC	RALPH	CFB/ASU SHILO	LDSH
MCPL/CPLC	GOGUEN	RCD	2 GS BN	MCPL/CPLC	THIBODEAU	2 GS BN	ASU GAGETOWN
MCPL/CPLC	LIMOGES	2 SVC BN	1 CDN FD HOSP	MCPL/CPLC	WAKELING	CFB/ASU	3 RCR
MCPL/CPLC	MARENTETTE	1 GS BN	RCD				
CPL	AUDET	LFQA TC	ASU MONTREAL	CPL	MATHIEU	3 WG	3 WG
CPL	BOYLAN-	2 GS BN	1 GS BN	CPL	MORIN	5 GS BN	202 WKSP
CPL	DOW	1 GS BN	ASU GAGETOWN	CPL	PITRE	CFB/ASU	4 ESR
CPL	GREENING	2 PPCLI	14 WG	CPL	QUINLAN	4 ESR	ASU GAGETOWN
CPL	LEBLANC	12E RBC	202 WKSP				

#### FCS TECH/TSCT – (434)

RANK/GRADE	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
CWO/ADJUC	Perigny	DGMC	DGLEPM				
MWO/ADJUM	Beaton	CFB Halifax	DGLEPM	MWO/ADJUM	Lavoie	4 AD	JSG PLAN
MWO/ADJUM	Lacerte	5 GS Bn	1 R22ER	MWO/ADJUM	Robichaud	Fd Arty School	DGLEPM
MWO/ADJUM	Larouche	2 GS Bn	DGLEPM				
WO/ADJ	Boucher	CFSEME	4 AD REGT	WO/ADJ	Kiltz	2 RCHA	2 GS BN
WO/ADJ	Gaudet	CFLRS ST-JEAN	DGLEPM	WO/ADJ	Plante	CFSEME	ARTY SCHOOL
Sgt	Beresford	2 RCR	CFSEME	Sgt	Heroux	4 AD Regt	2 RCHA
Sgt	Bourgoin	CFB/ASU Montréal	CFSEME	Sgt	Jackson	CFSEME	LDSH
MCpl/cplc	Alley	2 Svc Bn	JOG HQ	MCpl/cplc	Lynch	ASU London	4 AD REGT
MCpl/cplc	Bakaas	1 RCHA	1 GS EDM	MCpl/cplc	Milkovich	CFB/ASU Gagetown	ASU SHILO
MCpl/cplc	Brown	CFB/ASU Shilo	CFSEME	MCpl/cplc	Pollard	CFB Esquimalt	1 RCHA SHILO
MCpl/cplc	Croteau	12e RBC	5 SVC BN	MCpl/cplc	Rioux	5 Svc Bn	12 RBC
MCpl/cplc	Hodder	2 RCR	ASU GAGETOWN	MCpl/cplc	Robinson-Vincent	CFB/ASU Gagetown	ASU WAINWRIGHT
MCpl/cplc	Jame	LFWA TC	ASU GAGETOWN	MCpl/cplc	Spencer	1 RCHA	ASU LONDON
MCpl/cplc	Lewis	LDSH	CFSU(O)				



RANK/GRADE	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
Cpl	Anderson	2 CMBG HQ	2 GS	Cpl	Lafleche	2 CER	2 GS
Cpl	Anderson	2 GS Bn	2 HQ & SIGS	Cpl	Larose	5 GS Bn	12 RBC
Cpl	Delage	5e RALC	ESQUIMALT	Cpl	Lees	2 GS Bn	2 CER
Cpl	Doucette	CFSU (Ottawa)	CFSU (O)	Cpl	Nightingale	CFB/ASU Gagetown	CFSU(O)
Cpl	Girard	2 R22ER	ASU MONTREAL	Cpl	Parrill	CFB/ASU Gagetown	2 RCR
Pte/SDT	McGean	1 GS Bn	1 PPCLI				

#### WPN TECH/TEC ARMT – (421)

RANK/GRAD	NAME/NOM	FROM/DE	TO/À	RANK/GRADE	NAME/NOM	FROM/DE	TO/À
CWO/ADJUC	RIOUX	DGMC	DGMC	MWO/ADJUM	STEED	1 GS BN	DGLEPM
MWO/ADJUM	EASTMAN	LDSH	1 GS BN	MWO/ADJUM	ST GERMAIN	CFSEME	DGLEPM
MWO/ADJUM	HUGHES	2 RCHA	BGIFS DGLEPM				
WO/ADJ	AUBIN	CFB WINNIPEG	ASU LONDON	WO/ADJ	PROVENCHE	5 SVC BN	5 RALC
WO/ADJ	BOSSE	DGLEPM	CFSEME	WO/ADJ	SMITH	1 RCHA	1 GS BN
WO/ADJ	CURRIER	1 GS BN	LDSH				
SGT	ALEXANDER	1 SVC BN	CFB/BFC WINNIPEG	SGT	PIPPY	4 AD REGT	CFB/BFC GAGETOWN
SGT	BOULD	26 SVC BN	CFSEME	SGT	PYE	1 GS BN	
SGT	COMEAU	12E RBC	1 R22ER	SGT	RICARD	CFJSR	CFB/BFC KINGSTON
SGT	CYR	2 SVC BN	3 RCR	SGT	SAUNDERS	CFSEME	2 SVC BN
SGT	HARRIS	CFSEME	CFB BORDEN	SGT	SMITH	1 GS BN	4 AD REGT
SGT	KLIE	ASU CHILLIWACK	CFSEME	SGT	VARDY	CFB/ASU KINGSTON	CFSEME
SGT	MURANETZ	CFB COLD LAKE	1 SVC BN				
MCPL/CPLC	ARGUS	CFB NORTH BAY	2 PPCLI	MCPL/CPLC	JOHNSON	1 GS BN	LDSH
MCPL/CPLC	BERTHE	5E RALC	202 WKSP	MCPL/CPLC	KNIGHT	4 AD REGT	1 RCHA
MCPL/CPLC	DAVIS	2 PPCLI	1 RCHA	MCPL/CPLC	MCARTHUR	ASU GAGETOWN	CFSEME
MCPL/CPLC	DEZIEL	1 RCHA	22 WG NORTH BAY	MCPL/CPLC	MORRIS	12E RBC	CFSEME
MCPL/CPLC	DUCHARME	202 WKSP	5 SVC BN	MCPL/CPLC	WENTZELL	LFWA TC	1 RCHA
MCPL/CPLC	GAGNE	5 SVC BN	5 RALC	MCPL/CPLC	ZYMA	5 SVC BN	ASU/USS MONTREAL
CPL	BAKER	CFB HALIFAX	4 ESR	CPL	MOHAN	LDSH	1 SVC BN
CPL	BOWSER	1 GS BN	LDSH	CPL	PITT	12E RBC	202 WKSP
CPL	BURTON	LDSH	1 GS BN	CPL	SHANNON	4 ESR	CFB/BFC HALIFAX
CPL	FOSTER	ASU GAGETOWN	CFSU(O)	CPL	SMIT	2 CMBG HQ	CFJSR
CPL	LEBLANC	2 PPCLI	4 WG COLD LAKE	CPL	TAYLOR	3 RCR	LDSH
CPL	MARTIN	RCD	1 GS BN				
PTE/SDT	ST-AUBIN	5 SVC BN		PTE/SDT	GUEVREMON	2 SVC BN	3 RCR

#### VEH TECH/TEC V – (411)

RANK/GRADE	NAME/NOM	FROM/DE	TO/A	RANK/GRADE	NAME/NOM	FROM/DE	TO/A
CWO/ADJUC	RERRIE	1 CAD HQ	CCUND OF (RSM)	CWO/ADJUC	SANTERRE	DGLEPM	AJAG ST HUBERT
CWO/ADJUC	RUMBOLT	CFB/BFC GAGETOWN	1 CAD HQ				
MWO/ADJUM	BALL	14 WGGREENWOOD	CCUND OF	MWO/ADJUM	BOULIANNE	3 R22ER	33 CBG
MWO/ADJUM	BENDELL	1 RCHA SHILO	CFB/BFC ESQUIMALT	MWO/ADJUM	BRADLEY	2 SVC BN	1 GS BN
MWO/ADJUM	BUTLER	2 RCHA	CFB/BFC KINGSTON	MWO/ADJUM	LESTER	CFB/BFC BORDEN	1 RCHA SHILO
MWO/ADJUM	COUTURE	5 BON SG	DGLEPM	MWO/ADJUM	MILBERRY	CFB/BFC HALIFAX	CFB/BFC GREENWOOD
MWO/ADJUM	EARLES	CCUND OF	1 SVC BN	MWO/ADJUM	MORRIS	CFB/BFC GAGETOWN	DGLEPM
MWO/ADJUM	GIZZI	JSG PLAN	2 SVC BN	MWO/ADJUM	QUILTY	1 SVC BN	36 CBG HQ
MWO/ADJUM	HOLLOWAY	CFB/BFC ESQUIMALT	DGMC	MWO/ADJUM	SMITH	2 SVC BN	2 RCR
MWO/ADJUM	JOLIVET	CFB/BFC BAGOTVILLE	DGLEPM	MWO/ADJUM	THIBAUT	5 SVC BN	DGLEPM
MWO/ADJUM	LAVOIE	5 RGC	3 WG BAGOTVILLE	MWO/ADJUM	WRIGHT	2 RCR	JSG PC
MWO/ADJUM	LEAL	2 SVC BN	DLP7 OTTAWA				
WO/ADJ	ALLEN	CFB/BFC HALIFAX	CCUND OF	WO/ADJ	LEJEUNE	QGET VALCARTIER	2 RCR
WO/ADJ	BEAUCHAMP	CFSEME BORDEN	5 BON SG	WO/ADJ	MURRAY	CFB/BFC HALIFAX	LDSH
WO/ADJ	BERGERON	CFB/BFC VALCARTIER	CFB/BFC MONTREAL	WO/ADJ	NICHOLL	WATC	CFB/BFC WINNIPEG
WO/ADJ	DOHERTY	CFJSR KINGSTON	CFB/BFC LONDON	WO/ADJ	NICOLLE	23 SVC BN	CFB/BFC BORDEN
WO/ADJ	GILBERT	3 R22ER	DGLEPM MTD	WO/ADJ	OHARA	MTD BORDEN	25 SVC BN
WO/ADJ	GODBOUT	CFB/BFC BORDEN	12 RBC	WO/ADJ	QUIRK	FD ARTY SCHOOL	2 SVC BN
WO/ADJ	GODBOUT	5 SVC BN	CFB/BFC GAGETOWN	WO/ADJ	TEBBUTT	RCD PETAWAWA	JSG PC
WO/ADJ	GUAY	5 SVC BN	2 GS BN	WO/ADJ	TURCOTTE	CFSEME BORDEN	RCD PETAWAWA
WO/ADJ	KARSTEN	1 CDN FD HOSP	CFB/BFC HALIFAX	WO/ADJ	VEZINA	CCUND OF	CFSEME
WO/ADJ	LEGER	2 CMBG HQ & SIGS	CFB/BFC GAGETOWN	WO/ADJ	ZONG	CFB/BFC WINNIPEG	ASU TORONTO



RANK/GRADE	NAME/NOM	FROM/DE	TO/A	RANK/GRADE	NAME/NOM	FROM/DE	TO/A
SGT	ARENS	4 AD REGT	CFB/BFC LONDON	SGT	MACHIN	427 TAC HEL SQN	23 SVC BN
SGT	BAILEY	1 PPCLI	2 SVC BN	SGT	MCDONELL	CFSEME BORDEN	2 SVC BN
SGT	BECKMAN	CFB/BFC GAGETOWN	CFB/BFC COLD LAKE	SGT	MORNEAU	2 SVC BN	CFB/BFC BORDEN
SGT	BLANCHETTE	1 CER	5 SVC BN	SGT	RADIES	CFB/BFC WINNIPEG	CFB/BFC EDMONTON
SGT	BUNGAY	16 SVC BN	CFB/BFC HALIFAX	SGT	RAEDTS	CFB/BFC COLD LAKE	CFJSR KINGSTON
SGT	DESJARDINS	CFB/BFC BORDEN	RCD PETAWAWA	SGT	RAYMOND	5 SVC BN	CFB/BFC MONTREAL
SGT	DUGAS	CFB/BFC GAGETOWN	1 CDN FD HOSP	SGT	RICHARD	2 SVC BN	1 GS BN
SGT	FRASER	LDSH	2 CMBG HQ & SIGS	SGT	SIGOUIN	5 SVC BN	31 SVC BN
SGT	GENDRON	CFB/BFC BAGOTVILLE	5 SVC BN	SGT	TRUAX	26 SVC BN	CFJSR KINGSTON
SGT	LAMBERT	5 RALC	3 RCR	SGT	CODNER	2 GS BN	CFB/BFC GAGETOWN
SGT	LAVOIE	CFB/BFC MONTREAL	MTD	SGT	GAUDET	CFB/BFC GAGETOWN	1 SVC BN
SGT	LEGGE	1 GS BN	2 GS BN	SGT	POULIOT	2 SVC BN	WATC WAINWRIGHT
MCPL/CPLC	BEAUMIER	5 SVC BN	CFB/BFC GAGETOWN	MCPL/CPLC	LASHBROOK	CFB/BFC GAGETOWN	CFB/BFC COLD LAKE
MCPL/CPLC	BLANCHARD	427 THS	CFB/BFC GAGETOWN	MCPL/CPLC	LOPES	1 GS BN	1 RCHA SHILO
MCPL/CPLC	COUTTS	FD ARTY SCHOOL	1 SVC BN	MCPL/CPLC	MACDONALD	ASU N ONT	2 GS BN
MCPL/CPLC	DEVIN	5 RALC	3 WG BAGOTVILLE	MCPL/CPLC	MORRIS	CFB/BFC GAGETOWN	1 GS BN
MCPL/CPLC	DUMAS	3 R22ER	CFSEME	MCPL/CPLC	PARSONS	1 SVC BN	2 RCHA PETAWAWA
MCPL/CPLC	FORTIN	12 RCB	CFB/BFC MONTREAL	MCPL/CPLC	PEAR	CFB/BFC GAGETOWN	2 GS BN
MCPL/CPLC	FUDGE	CFJSR	CFSEME	MCPL/CPLC	PORTER	LDSH	WATC
MCPL/CPLC	GONNIN	CFSEME	3 CSG MONTREAL	MCPL/CPLC	POTVIN	28 SVC BN	1 R22ER
MCPL/CPLC	GREVEN	LDSH	JOG HQ	MCPL/CPLC	PURVIS	CFB/BFC GAGETOWN	CFB/BFC COLD LAKE
MCPL/CPLC	HARNETT P	3 RCR	CFSEME BORDEN	MCPL/CPLC	RABY	2 CER PETAWAWA	26 SVC BN
MCPL/CPLC	HAYTER	2 RCHA	CFS ST JOHN'S	MCPL/CPLC	RALPH	LDSH EDMONTON	CFB/BFC GAGETOWN
MCPL/CPLC	HERRINGTON	1 PPCLI	16 SVC BN	MCPL/CPLC	SNOOK	CFSEME BORDEN	CFQAR LONDON
MCPL/CPLC	JOINER	2 GS BN	2 PPCLI	MCPL/CPLC	SUTTON	1 SVC BN	CFB/BFC GAGETOWN
MCPL/CPLC	JEFFREY	CFB/BFC GAGETOWN	28 SVC BN OTTAWA	MCPL/CPLC	VALLIERES	5 CMBG HQ & SIGS	CFB/BFC TRENTON
MCPL/CPLC	KINGSTON	1 CER	CFB/BFC COLD LAKE	MCPL/CPLC	WOODS	1 SVC BN	CFB/BFC LONDON
MCPL/CPLC	KORZENIEWSKI	3 RCR	CFSEME				
CPL	ALAIN	BFC BAGOTVILLE	12 RBC	CPL	DUFORD	CFB/BFC WINNIPEG	4 AD REGT
CPL	ARSENAULT	1 GS BN	CFB/BFC HALIFAX	CPL	FOURNIER	LFQA TC	CFB/BFC MONTREAL
CPL	BABCOCK	CFB/BFC COMOX	CFSU OTTAWA	CPL	FOURNIER	CI SQFT	CFB/BFC MONTREAL
CPL	BELANGER	5 FD AMB	CFJSR KINGSTON	CPL	FUDGE	2 SVC BN	CFB/BFC DUNDURN
CPL	BLACKMORE	1 GS BN	CFSEME	CPL	GAUTHIER	3 R22ER	202 WKSP
CPL	BOUDRIAS	ASU GAGETOWN	ASU OTTAWA	CPL	GILMORE	1 SVC BN	CFB/BFC WINNIPEG
CPL	CHEVARIE	12 RBC	RCD PETAWAWA	CPL	GWYNN	CFB/BFC COLD LAKE	CFB/BFC GAGETOWN
CPL	CORNEAU	1 R22ER	LDSH EDMONTON	CPL	HRYSKY	CFB/BFC WINNIPEG	2 SVC BN
CPL	COUSINS	CFB/BFC HALIFAX	4 AD REGT	CPL	HURST	CFB/BFC TRENTON	CFJSR KINGSTON
CPL	DECLOU	CFJSR KINGSTON	CFSEME	CPL	LEE	2 SVC BN	ASU OTTAWA
CPL	DENIS	1 GS BN	RCD PETAWAWA	CPL	LESSER	4 AD REGT	LDSH
CPL	DESMARQUIS	5 HQ & SIGS	3 WG BAGOTVILLE	CPL	MALENFANT	3 RCR	ASU OTTAWA
CPL	DESPONTS	5 SVC BN	1 SVC BN	CPL	MARSOLAIS	BFC BAGOTVILLE	CFSEME
CPL	DICKIESON	2 SVC BN	1 SVC BN	CPL	MCLEOD	2 GS BN	2 RCR
CPL	DICKS	CFB/BFC HALIFAX	2 SVC BN	CPL	MILLIE	2 RCHA	LDSH
CPL	DOBSON	2 GS BN	ASU LONDON	CPL	MOULAISSON	4 ESR	REGINA
CPL	DONEY	CFB/BFC GAGETOWN	LDSH EDMONTON	CPL	PAYNE	2 RCHA	ASU TORONTO
CPL	DROUIN	CFB/BFC KINGSTON	CFSEME	CPL	PEARCE	4 ESR	1 SVC BN
CPL	PLSEK	1 RCR	1 SVC BN	CPL	SEVIGNY	ASU CHILLIWACK	CI SQFT
CPL	POTVIN	3 R22ER	CFSEME	CPL	SHORT	LDSH	CFB/BFC COMOX
CPL	PROSSER	CFJSR KINGSTON	2 RCR	CPL	TONER	2 RCR	1 SVC BN
CPL	RAMOS	CFB/BFC MONTREAL	DART TRENTON	CPL	VAILLANCOURT	12 RBC	3 WG BAGOTVILLE
CPL	RAYMOND	CFB/BFC BAGOTVILLE	CFSEME	CPL	WALKER	CFB/BFC GREENWOOD	4 AD REGT
CPL	RHYNOLD	CFB/BFC GAGETOWN	CFB/BFC GREENWOOD	CPL	WILLFORD	CFB/BFC BORDEN	ASU CHILLIWACK
CPL	RICH	2 CER	CFB/BFC NORTH BAY	CPL	WILLMORE	CFB/BFC GAGETOWN	JOG HQ TRENTON
CPL	RICHARD	5 HQ & SIGS	ASU LONDON	CPL	WINSOR	CFB/BFC GANDER	CFB/BFC HALIFAX
CPL	RUSHTON	2 SVC BN	CFB/BFC GAGETOWN	CPL	WOODS	CFB/BFC TRENTON	4 AD REGT
CPL	SAID	5 SVC BN	202 WKSP				
PTE/SDT	FIRTH	5 RALC	1 GS BN				



## **OBITUARIES**

### **Capt (Retired) Fred H. Atwood, RCEME**

Peacefully at the Ottawa Heart Institute Monday, May 6, 2002, Fred Atwood, age 78. WW II veteran and long-serving member of RCEME, first as a Weapons Technician and then as an officer, he will be greatly missed by his dear wife Mabel, daughters Shirley Holt (Peter) and Bev Lamont (Hugh), and sons George (Bonnie) and Doug. Grandchildren Kim, Patti, Ian, Carol, Norah and Robert are saddened by the departure of this kind and thoughtful man, who was happy to spend time in the workshop, computer room or garden with them. Predeceased by sisters Marjorie, Evelyn and Vivian, brother Harold and infant son Stephen. Survived by brother Bob (Evie) in Lethbridge, Alberta.

### **WO (Retired) Herbert Bernard Nye**

Herbert Bernard Nye (Retired Warrant Officer RCEME) Passed away at the Royal Victoria Hospital in Barrie on Sunday, May 5th, 2002. Herb Nye of Barrie in his 62nd year was the beloved husband of Mary Nye (Wylie) of Barrie. Dear father of Gordon and his wife Esther of Barrie, Herb and his wife Anna of North Bay and Rebecca Zaleschuk and her husband Garth of Brampton. Loving grandfather of Joshua, Adrienne, Lydia and Jacob Nye.

### **Major (Retired) R Peters, CD**

Bob Peters was born on 6<sup>th</sup> July 1925 at Capel, Surrey, UK, and died on 15 July 2000 in Victoria, BC after a short illness.

He enlisted in the CA (A) in August 1941 and served in Canada, UK, and North West Europe, first with RCOC and then with RCEME. In North West Europe he was a Tels Mech with 1 Gen Tps Wksp RCEME in France, Belgium and Holland. After his discharge in February 1946, he enrolled in Pre-Matric School (Calgary) from which he graduated the same year. He attended the University of Alberta and he received a degree in Electrical Engineering. While in University, he joined COTC and trained one year with RCCS and 3 years with RCEME. He joined the Army in 1950 during his last year at University. After graduation in 1951, he attended the Young Officers Course at the RCEME School. In 1952, he was posted to 13 Coy RCEME and served in 213 Workshop. He was promoted to Captain in 1955; joined 4 CIBG and served with it in Germany as BEME. On his return to Canada he was posted to HQ 13 Coy RCEME in Edmonton and in 1959 took command of 215 Workshop in Calgary. He was promoted to Major in 1962 and was posted to the Aviation Section of AEEE and then to DEME both in Ottawa. While in DEME he was selected to attend the Senior Management Course at the RCEME School in the UK. In 1966, he was posted to the RCEME School as OC Management Coy. With the integration of the CF, CFSAOE was formed at Camp Borden from part of the RCEME School and the engineering section of the RCAF that was already located there. Bob moved to Borden in 1971 and became the Administration Officer of the School. Following his retirement from the Forces in 1975, he spent a year in Halifax teaching management training at the Technical College of the Atlantic Region. Bob then returned to Alberta and was a Director of Engineering Services, in the Department of Supply and Services for the City of Edmonton. He is survived by his wife Jean, daughters Leslie and Katherine, and sister Patricia.

### **Cpl Rudolph Yacov Fedorowich**

Quietly passed away on 24 June 2002 at the age 96 in the Regina Veterans Hospital. Rudy is predeceased by his wife Olga (nee Lutzky) and parents John and Teklia (nee Stesiw) Fedorowich. Survived by his children Daniel (Valerie), Mimosa (Darla), Alex, Eva, Rudy (Carol) and grandchildren Suzanne, Alicia (Cory), Ivan, Nicole, Tracy, Mark and great grandchildren Jordan and Madison.

## **NORICES NÉCROLOGIQUES**

### **Capt (ret) Fred H. Atwood, RCEME**

Paisiblement au Ottawa Heart Institute, le 6 mai dernier est mort Fred Atwood, à l'âge de 78 ans. Un vétéran de la deuxième guerre mondiale ten un membre du RCEME, il était au tout début un technicien d'armement et puis après un officier, il sera manqué beaucoup par sa femme Mabel, ses filles Shirley Holt (Peter) et Bev Lamont (Hugh), ses fils George (Bonnie) et Doug. Ses petits enfants, Kim, Patti, Ian, Carol, Noah et Robert sont tristes du départ de leur grand-père. Il est précédé de ses sœurs Marjorie, Évelyne et Vivian, ses frères Harold et son fils Stephen et son autre frère Bob (Evie) à Lethbridge en Alberta

### **Adju.(ret) Herbert Bernard Nye**

Herbert Bernard Nye (adjudant de RCEME retiré) est mort le 5 mai 2002 à l'hôpital Royal Victoria de Barrie. C'était son 62ième année étant le mari de Mary Nye (Wylie) de Barrie. Père chéri de Gordon et sa femme Esther de Barrie, Herb et sa femme Anna de North Bay et de Rebecca Zaleschuk et son mari Garth de Brampton. Grand-père de Joshua, Adrienne, Lydia et Jacob Nye.

### **Major (ret) R. Peters, CD**

Bob Peters est né le 6 juillet 1925, à Capel, Surrey, au Royaume-Uni, et est décédé le 15 juillet 2000 à Victoria, en Colombie-Britannique, des suites d'une brève maladie.

Il s'enrôle dans la CA (A) en août 1941 et sert au Canada, au Royaume-Uni et en Europe du Nord-Ouest, d'abord avec le Corps royal canadien des magasins militaires (CRCMM), puis avec le Corps royal canadien du génie électrique et mécanique (GEM). En Europe du Nord-Ouest, il travaille comme mécanicien de télécommunications au sein du 1<sup>er</sup> Atel tp gén du GEM en France, en Belgique et en Hollande. Après sa libération en février 1946, il s'inscrit à l'immatriculation à Calgary et termine ses études la même année, puis il obtient un diplôme en génie électrique de l'University of Alberta. Pendant qu'il poursuit ses études universitaires, il adhère au COTC et s'entraîne pendant un an avec la RCCS puis pendant trois ans avec le GEM. Il se joint à l'Armée de terre en 1950, sa dernière d'études. Après avoir reçu son diplôme en 1951, il suit le cours de tactique pour jeunes officiers à l'école du GEM. En 1952, il est affecté à la 13<sup>e</sup> Cie GEM et travaille au 213<sup>e</sup> Atelier. Promu capitaine en 1955, il se joint au 4 GBIC et l'accompagne en Allemagne au sein du GEMB. À son retour au Canada, il est affecté au QG 13<sup>e</sup> Cie GEM à Edmonton et, en 1959, il assume le commandement du 215<sup>e</sup> Atelier, à Calgary. Promu major en 1962, il se joint à la section de l'Aviation du CTEA puis à celle du DGEM, toutes deux à Ottawa. Pendant son affectation au DGEM, il est désigné pour suivre le cours de gestionnaire supérieur donné par l'école du GEM, au Royaume-Uni. En 1966, il est nommé commandant de la compagnie de gestion de l'école du GEM. Par suite de l'intégration des FC, une nouvelle école est créée au Camp Borden. Il s'agit de l'EGAMFC, qui regroupe une partie de l'école du GEM et la section du génie de l'ARC qui se trouvait déjà à Borden. Bob Peters est muté à Borden en 1971 pour devenir officier d'administration de cette nouvelle école. Il prend sa retraite des Forces en 1975 et passe une année à Halifax pour enseigner la formation à la gestion au collège d'enseignement technique de la région de l'Atlantique. Il retourne ensuite en Alberta et travaille comme directeur des services techniques, au département des approvisionnement et services de la ville d'Edmonton. Il laisse dans le deuil sa femme Jean, ses filles Leslie et Katherine ainsi que sa soeur Patricia.

### **Cpl Rudolph Yacov Fedorowich**

Décédé paisiblement le 24 juin 2002 à l'âge de 96 ans, au Regina Veterans Hospital. Époux de feue Olga (née Lutzky), Rudy est précédé par ses parents, John et Teklia (née Stesiw) Fedorowich. Il laisse dans le deuil ses enfants, Daniel (Valerie), Mimosa (Darla), Alex, Eva, Rudy (Carol), ses petits-enfants, Suzanne, Alicia (Cory), Ivan, Nicole, Tracy, Mark, et ses arrière-petits-enfants, Jordan et Madison.